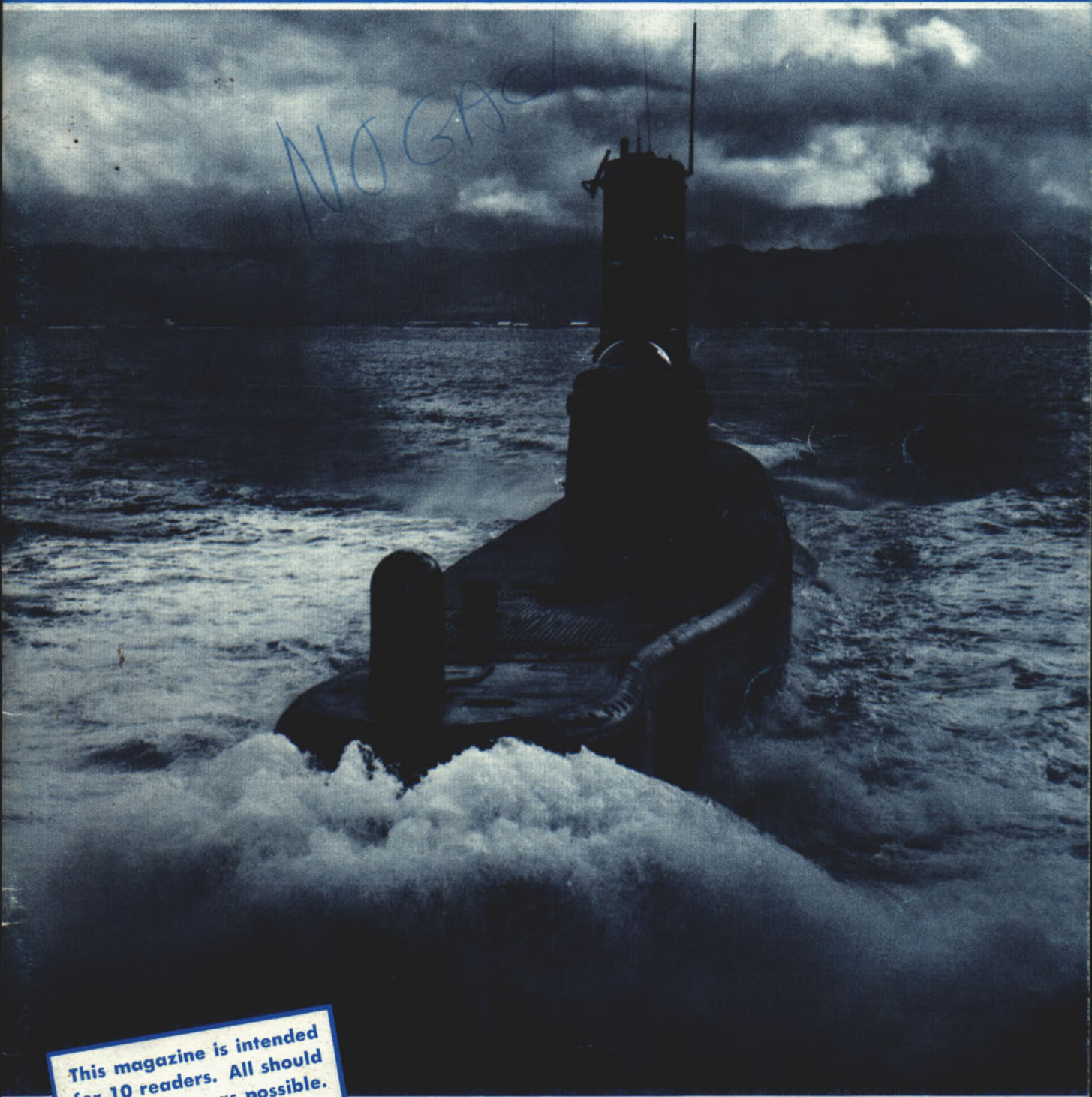


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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FEBRUARY 1963



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1963 Nav-Pers-O NUMBER 553

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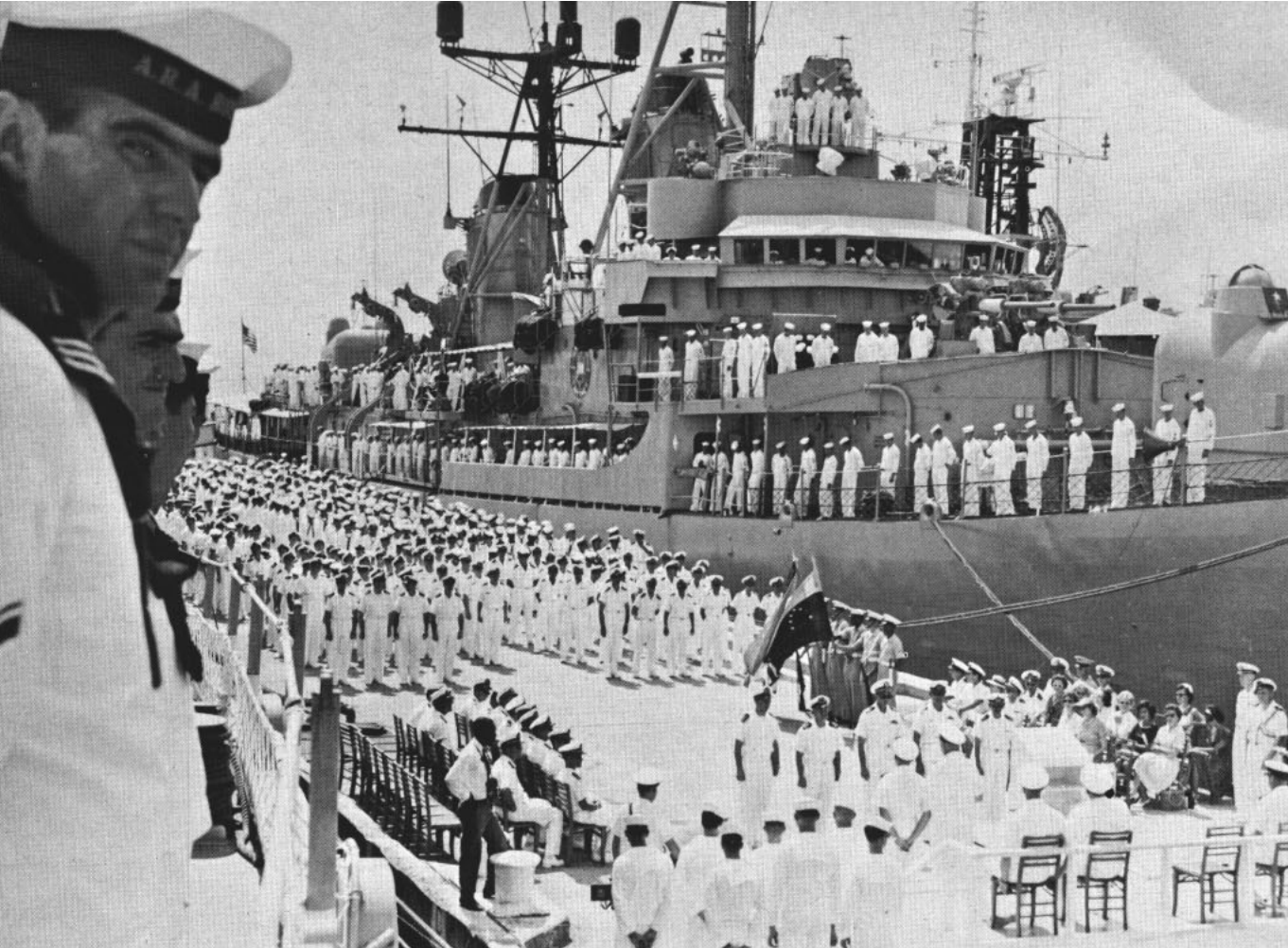
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• **FRONT COVER: A LONG LOG**—Salty veteran of World War II, *USS Bluegill* (SS 242), kicks up her heels off the coast of Hawaii. Modernized since her war patrol days, during which time she sank ten enemy vessels, she still plays an important role in Pacific Fleet operations. For news of other subs, see the centerspread feature in this issue. — Photo by L. Wall, PH 1.

• **AT LEFT: FORT SIDE**—Heavy cruiser *USS Newport News* (CA 148) passes historic fortress at entrance of San Juan harbor as she takes a breather from Second Fleet duties.

• **CREDIT:** All photographs published in *ALL HANDS* are official Department of Defense photos unless otherwise designated.



SOUTHERN FRIENDS — Navymen of Argentina, Venezuela, and U.S.A. in formation during ceremonies at Trinidad.

Sailing with South America's

SOMEWHERE OFF THE COAST of South America, the sonar gear of a United States destroyer detected the presence of a submarine. A Uruguayan captain was immediately notified and he in turn detailed a Brazilian as well as an Argentine destroyer to form a search and attack unit to seek out the intruder hiding deep below the surface of the ocean.

Working smoothly together the two destroyers located the submarine and forced it to the surface.

It was *uss Picuda* (SS 382), the gadfly of Operation *Unitas III*, a series of combined antisubmarine exercises involving the navies of the United States and the maritime nations of South America.

Designed to stimulate the development of common ASW doctrine and techniques, as well as a unified system of communications, *Unitas* exercises have welded the navies of South America into an able and skilled ASW force capable of almost

immediate action in case of a submarine threat to the sea lanes of the continent.

The product of combined planning, *Unitas* provides an opportunity for the navies of South America to work with each other, as well as with U. S. ships in the development of increasingly advanced ASW tactics.

THOUGH ONLY THREE YEARS old, *Unitas* has established itself as the high point of the South American navies' annual training schedules, and their ships train throughout the year to reach peak effectiveness during the operation.

The outgrowth of limited bi-lateral ASW exercises along the east and west coasts of South America during the spring of 1959, *Unitas* has developed into an annual continent-wide exercise involving as many as four countries at once.

Under the command of Rear Admiral John A. Tyree, Jr., USN,

Commander of the South Atlantic Force of the U. S. Atlantic Fleet, the 1962 edition of *Unitas* included Brazil, Uruguay, Argentina, Chile and Peru. Ecuador, Colombia and Venezuela were also scheduled to participate, but the Cuban crisis forced cancellation of the last phases of the operation.

The U. S. Navy was represented by the destroyers *uss Mullinnix* (DD 944), and *uss Lester* (DE 1022), *Picuda*, and two P2V-7 *Neptune* aircraft, as well as an R4Y support plane. *Mullinnix*, a *Forrest Sherman* class destroyer, served as Admiral Tyree's flagship.

THE OPERATION began in Trinidad, W.I., on 23 Aug, when the ships left COMSOLANT headquarters for Recife, Brazil. There they were joined by four *Fletcher* class Brazilian destroyers, the flagship *CT Paraiba* (D 28) (ex-*uss Bennett*), *CT Para* (D 27) (ex-*uss Guest*), *CT*

Parana (D 29) (ex-USS *Cushing*), and CT *Pernambuco* (ex-USS *Hailey*). The Brazilian submarine SE *Humaita* (S 14) (ex-USS *Muskallunge*), and SE *Riachuelo* (S 15) (ex-USS *Pad-dle*), also joined the force, together with the Uruguayan destroyer escort *Uruguay* (DE 1) (ex-USS *Baron*).

The task force began operations as soon as it had cleared the Recife breakwater, continuing to exercise all the way to Rio de Janeiro. There the *Unitas* forces—known as Task Force 86—were joined by another Uruguayan destroyer escort, the ROU *Artigas* (DE 2) (ex-USS *Bronstein*).

Argentine units also joined up in Rio de Janeiro. They included three Fletcher class destroyers newly received from the United States and the submarine ARA *Santa Fe* (S 11) (ex-USS *Lamprey*).

The three destroyers were the flagship ARA *Brown* (D 20) (ex-USS *Heerman*), ARA *Espora* (D 21) (ex-USS *Dortch*) and ARA *Rosales* (D 22) (ex-USS *Stembel*). The British-built oiler ARA *Punta Medanos* (B 11) joined the task force at sea between Rio de Janeiro and Montevideo.

THE THREE-NATION SUB GROUP slipped out of Rio ahead of the main body of the task force, lurking outside beautiful Guanabara Bay

Navies

while the surface units simulated an opposed sortie.

The most significant aspect of the exercises, COMSOLANT said, was "the ability of the navies of four countries, speaking three different languages, to work together closely and effectively." He noted that the continent-wide *Unitas* exercises have a whole series of bi-national and regional joint exercises.

Between Rio de Janeiro and Montevideo the task force was battered by the heavy winds and high seas of a strong South Atlantic gale. The Argentine aircraft carrier ARA *Independencia* (ex-HMS *Warrior*) took several waves over her flight deck while steaming with the task force. Though not a part of TF 86, *Independencia* provided S2F Tracker aircraft for the operation.

It was during this storm that *Unitas* suffered its only personnel casualty. A high wave injured *Picuda's* officer of the deck when it



CHILEAN GREYHOUND, *Almirante Riveros*, took part in *Unitas III* exercise.

threw him against a steel angle beam.

As soon as the seas had abated somewhat, the stricken officer was transferred to *Mullinnix* for medical assistance. At the same time, *Independencia* volunteered its aircraft to evacuate him to the beach, and Brazil granted immediate clearance to any Argentine aircraft which might be involved in the evacuation.

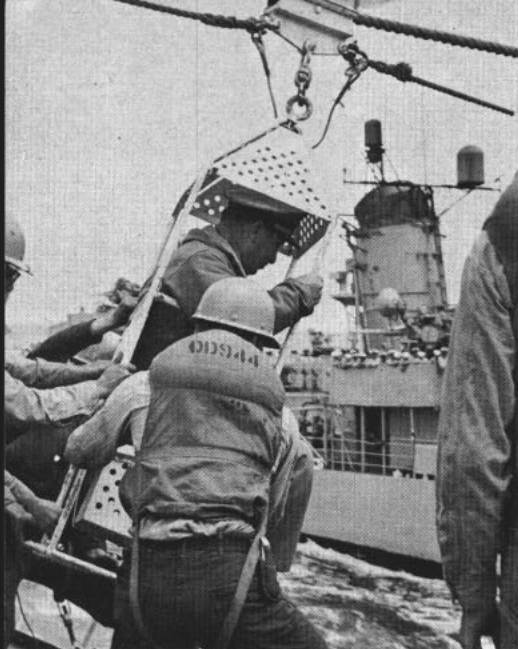
When it was found he required hospital care, an Argentine helicopter

plucked him from the *Mullinnix* fantail despite high seas and rolling decks. Seasoned naval aviators described the Argentine pilot's flying as excellent, and praised his skill in hovering only a few feet from the pitching destroyer.

DRAMATIC EVIDENCE of the solidarity of the navies of the Americas came less than two months later when President Kennedy decreed a quarantine of Cuba against the intro-

COMMANDER of Operation *Unitas III*, RADM John A. Tyree, USN, greets Peruvian Navy captain visiting USS *Mullinnix* (DD 944) during maneuvers.

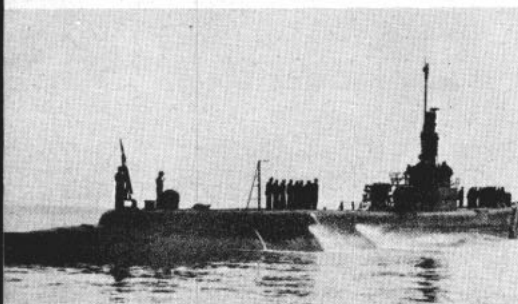




INTERNATIONAL highline goes into operation during transfer at sea. Below: Chilean DD *Almirante Williams* joined in the hunt for enemy subs.



UNDERSEA SUPPORT for ASW team was aided by *SS Simpson* and her crew members from the Chilean Navy.



FROM USA — *USS Mullinnix* and *USS Picuda* (SS 382) were on hand for ASW operation with neighboring navies.



FROM DOWN ARGENTINA way crewmen of *ARA Rosales* (DD 22) joined team.

duction of offensive weapons into the island. The response from South America was almost immediate as several nations offered ships to assist. Many of these ships had participated in *Unitas*.

The first phase of *Unitas III* ended at Argentina's naval base of Puerto Belgrano, and the U. S. ships steamed on alone to rendezvous with the Chilean Navy at Punta Arenas, the world's southernmost city, in the middle of the Strait of Magellan.

At the same time, the U. S. *Unitas III* air detachment headed across the Andes to Santiago for a period of maintenance and ground school with the Chilean Air Force. In Uruguay and Argentina the aircraft had operated with local naval air groups flying ASW missions in conjunction with the surface units.

From Punta Arenas the combined U. S.-Chilean task force headed north through the inland passage and along the Pacific coast toward Talcahuano and Valparaiso.

THE CHILEAN UNITS which joined the force in Punta Arenas included

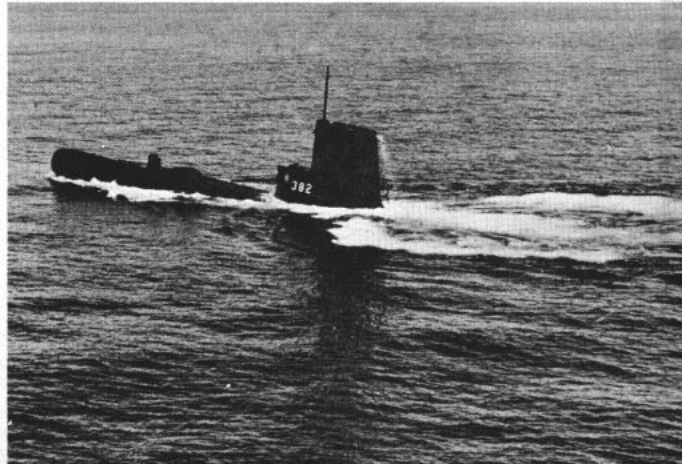
the recently acquired British-built destroyers *Williams* and *Riveros*, and the French-built oiler *Almirante Montt*.

Riveros had arrived in Chile from England only a month before the start of *Unitas*, and her presence in the task force pointed up the Chilean navy's deep interest in the operation.

While the task force neared Valparaiso, two more destroyers and two submarines were readied for participation. The destroyers had reached Valparaiso from Norfolk at the same time as the U. S. *Unitas* ships had arrived in Punta Arenas from Argentina.

Loaned to Chile by the U. S. Navy, the Fletcher class *Lord Cochrane* (ex-*USS Wadleigh*) and *Blanco Encalada* (ex-*USS Rooks*) had raced south to Valparaiso in an effort to take part in at least a portion of *Unitas*.

The submarines *SS Simpson* and *SS Thomson* (ex-*USS Springer*) also put the finishing touches to their training, together with the attack transport *Presidente Pinto* (ex-*USS Zenobia*), and joined the operation.



IN LATE OCTOBER, Task Force 86 sailed from Valparaiso. At the same time units of the Peruvian fleet left El Callao for quiet Mejillones Bay, just north of Antofagasta, on the edge of Chile's immense northern desert.

En route to Mejillones, *Presidente Pinto* served as a simulated convoy while *Picuda*, *Simpson* and *Thomson* skillfully tried to penetrate the destroyer screen around her. Chilean Air Force aviators joined the exercises, cooperating with the surface units in their relentless hunt for the attacking submarines.

At Mejillones three Peruvian destroyers joined the task force. They were the BAP *Villar* (DD 71) (ex-uss *Benham*, DD 796), BAP *Guise* (DD 72) (ex-uss *Isherwood*, DD 520) and BAP *Castilla* (DE 61) (ex-uss *Bangust*, DE 739). The submarines, BAP *Dos De Mayo* (SS 41), BAP *Abtao* (SS 42), BAP *Angamos* (SS 43) and BAP *Iquique* (SS 44), which joined en route, are modified versions of the *Mackerel* class.

The submarines attempted to bottle up the task force in Mejillones Bay, but the surface units succeeded in evading the subs' surveillance, heading for the calm waters of the open Pacific.

THAT PHASE of the operation had just begun when the Cuban crisis occurred. Admiral Tyree found it necessary to detach *Mullinnix* for a fast run to El Callao.

Leaving Captain R. Maza, Peruvian Task Force Commander, in charge of the remaining ships, Admiral Tyree headed for El Callao, and within a few hours the COMSOLANT staff was en route to its shore-based headquarters in Trinidad in planes of the *Unitas* air detachment.

Though curtailed by the Cuban situation, *Unitas III* yielded rich dividends, both as a training exer-

cise in antisubmarine warfare and as a goodwill cruise.

Like its predecessors, it enabled the participating crews, both officers and men, to develop an appreciation of each other's professional competence.

"We have worked together, and observed each other closely," Admiral Tyree commented after a series of exercises, "and we've developed a deep respect for each other's professional abilities."

Unitas III thus served the three-fold purpose of strengthening the ASW capabilities of the Eastern Hemisphere navies, furthering inter-American good-will, and, perhaps most importantly, developing a strong feeling of mutual respect among the hemisphere navies.

—Claude E. Erbsen, Ensign, USN.

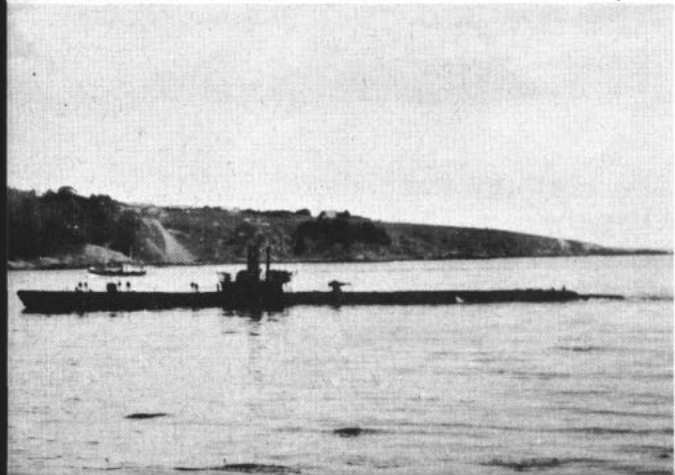
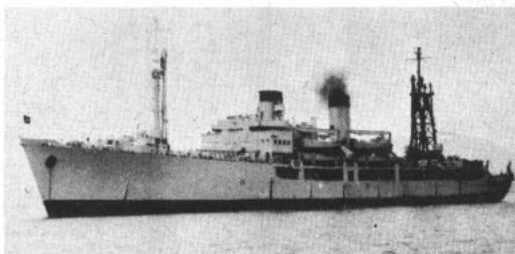
COMMON CAUSE — Crews of Chile's SS *Thompson* and Argentina's ARA *Espora* sharpened ASW techniques.



BRAZILIAN DESTROYER CT Para (D 27) rigs for highline transfer to flagship. Below: Chilean Navy's *Almirante Montt* kept TF ships fueled.



ATTACK transport, Presidente Pinto, (below) was among the ships from the Chilean navy to train in *Unitas III*.





HELICOPTER hovers over the destroyer leader *San Giorgio* (D 562).
Below: Italian national ensign is raised on board *Mandorlo* (M 5519).



GUIDED MISSILE cruiser underway.

A Tour

SEVERAL WEEKS AGO Italy's first guided missile cruiser, *Giuseppe Garibaldi*, steamed into New York harbor for a short visit.

Earlier, the ship visited Norfolk, Va., where, taking advantage of the facilities made available by the U. S. Navy, she performed a complete cycle of tests designed to check out the full efficiency and capability of her missile system. After successful completion of the tests, *Garibaldi* spent some time in Philadelphia, Pa.,

ITALIAN and U. S. sailors meet.



ALL HANDS



ITALY'S *Giuseppe Garibaldi* (C 551), left, and destroyer leader *San Marco* (D 563) cruise in calm seas.

with the Italian Fleet

before traveling on to New York.

Equipped with United States-supplied *Terrier* guided missiles, this modern man-of-war is a shining example of the progress being made by a comparatively young navy.

The Italian Navy, which is now an integral part of the Western defense system, is just a little more than a century old. In 1861, the year in which Italy was unified, the nucleus of the new navy was formed. To the 38 units of the fleet of the King of

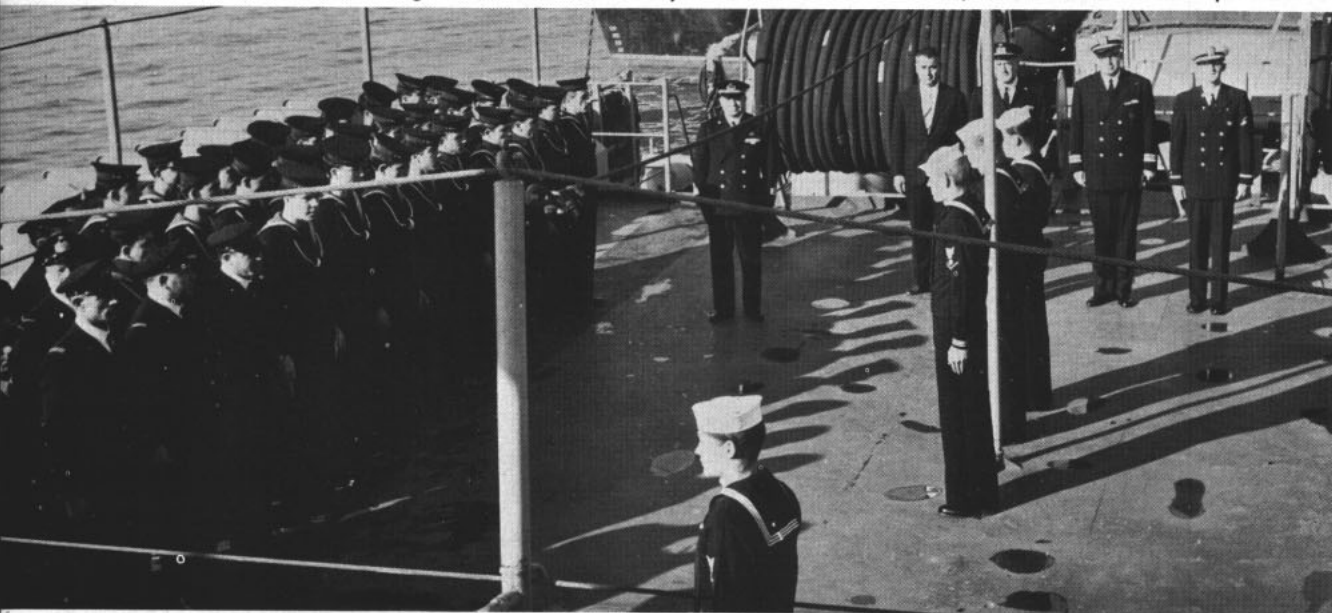
Sardinia were added the vessels of the former Bourbon King of the Two Sicilies, nine former Tuscan ships and two from the Papal States. That made a total of 95 vessels, of which 71 were steam-propelled and 24 were sailing vessels.

Thanks to a forward-looking naval policy, along with the skill of its engineers, the Italian Navy in the following years ranked ever higher among the fleets of the world. In 1876, Italy built the battleship *Duilio*

and in 1878 her sister ship, *Dandolo*. They were considered among the mightiest men-of-war at that time. By 1914, before World War I, Italy's Navy had a peacetime strength of 1987 officers and 38,000 men in other ranks.

At the start of World War II Italy had six battleships, 22 cruisers, 61 destroyers, 71 torpedo boats and 105 submarines. After World War II her Navy was limited to the terms of the Peace Treaty until Italy became a

TRANSFER ceremonies sending USS *Alameda County* (AVB 1) to Italian Navy are held on the ship's fantail.





MINESWEEPERS maneuver in formation. Rt: San Giorgio (D 562) passes Aragonese Castle at Taranto, Italy.

member of the North Atlantic Treaty Organization (NATO) in 1949.

Since then the Italian Navy—41,000 men strong—has made every effort to achieve and maintain the highest technical level in order to fulfill its role in the Atlantic Alliance.

ITALY'S MEMBERSHIP in NATO is one of the pillars of her foreign policy, and as each year goes by she adds evidence of the key role she is ready to play in the NATO defense system for protection of the West.

The Atlantic Pact enabled the Ital-

ian Navy, like the other military services of Italy, to take a great stride forward in rebuilding its strength. The chief task of the fleet is to co-operate with other NATO naval forces in order to maintain freedom of navigation in the Mediterranean, and to protect the merchant traffic which is of vital importance for the defense of Italian territory and of the bases which might prove necessary to the Allied fleets.

History has often demonstrated Italy's special strategic importance in Europe, for which reason the active

contribution of Italy is of the greatest interest to NATO. In the Mediterranean, the "sea where three continents meet," Italy can, because of her peninsular location, help control and influence the sea lanes between the eastern and western basins to a very large extent.

Italy is really a frontier country with Eastern Europe. It occupies a large part of the entire western European front which stretches roughly 5000 miles from the North Cape to Cape Passero.

Because of her geographical position she has been called upon to co-operate chiefly in the defense of the NATO southern sector, and a large proportion of the Italian Navy is committed to the NATO Command for Southern Europe in the event of hostilities.

While NATO thus derives great advantages from Italy's location and from the contribution of her armed forces, obviously Italy herself gains equally valuable advantages. Her naval program, which has required large appropriations of Italian funds for its realization as well as direct and indirect aid from the United States, has been considered well worth every penny from Italy's point of view.

GETTING BACK to the guided missile cruiser *Giuseppe Garibaldi*, she is now the largest warship in the Italian Navy, and the first European ship in commission equipped with a guided missile system. Her complement is more than 700 officers and men.

The *Terrier* missile, as installed on

The Italian Navy Has 320 Ships

Ships in the Italian Fleet today range in size and displacement from the guided missile cruiser *Giuseppe Garibaldi*, the largest, down to the 37-foot motor transports. *Garibaldi* has an over-all length of about 614 feet, and displaces 9802 tons (standard) and 11,600 tons (full load). The motor transports have a standard displacement of eight tons.

The total number in the Italian Navy, including those under construction, is approximately 320 ships. Types of ships and the number within each type are as follows:

- There are three guided missile escort cruisers, one guided missile light cruiser and one light cruiser.

- A total of eight destroyers includes: Two destroyer leaders; two guided missile destroyers; and four destroyers similar to U. S. DDs. Also, there are two dispatch vessels,

ex-fast antisubmarine escorts (converted destroyers).

- The submarine force has eight subs.

- There are 15 frigates and 33 corvettes.

- The mine force has 94 ships, consisting of 54 coastal minesweepers; 20 inshore minesweepers; 16 trawler minesweepers; and four ocean minesweepers.

- Included in the motorboat types are: 59 motor transports; 17 motor torpedo boats; six motor gunboats; eight support gunboats; and two motor patrol boats.

- Other types include: Two patrol vessels; two surveying vessels; two tenders; two netlayers; three transports; seven repair craft; four training ships; five lighthouse tenders; one rescue and salvage ship; 10 water carriers; two oilers; and 23 tugs.



PORTHOLE frames Navyman's face.

Garibaldi, is a slim, needle-nosed projectile, an all-weather, antiaircraft, beam-riding guided missile.

Terrier is fired from a launcher which is automatically loaded from below-deck magazines. Four stabilizing fins are located midway up the missile's length while another four are at the tail. The latter control the up and down and the left and right motion.

Once launched the missile becomes a radar beam rider. It moves into the path of a radar beam which has been "locked on" an approaching plane. When within range a proximity fuse detonates the warhead. Actual impact with the aircraft is not necessary.

The range and altitude of *Terrier* is far greater than that of conventional guns and it is effective at great distances.

The launchers are elevated to a 90-degree angle for loading, but firing may be accomplished at any angle. They are stored in magazines which are referred to as "cokemachines." Loading is all automatically done.

GARIBALDI, originally launched in 1936, was converted to a light cruiser (CLG) in 1961. Her basic specifications remain the same: Length, 613½ feet; beam, 61½ feet; draft, 29 feet. Her twin *Terrier* missile launcher is located aft, and her forward armament consists of four twin-mounted, fully automatic 5.3-inch dual purpose guns, and eight 3-inch antiaircraft batteries. The guns on the light cruiser are directed by modern automatic radar fire controls.

FEBRUARY 1963



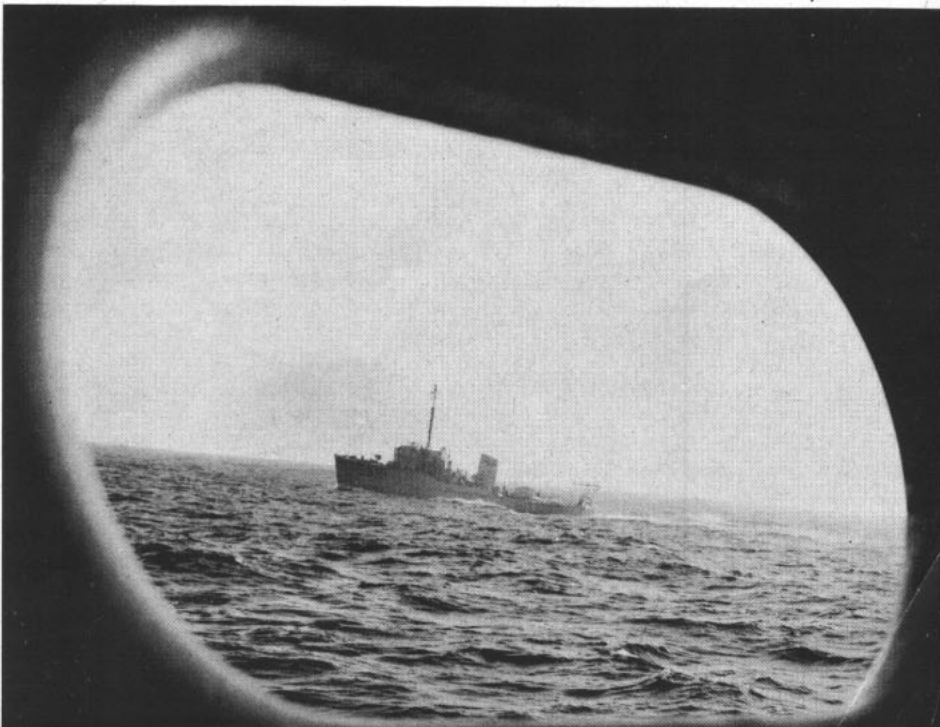
THE FRIGATE *Luigi Rizzo* (F 596) heads to sea. Below: The light cruiser *Raimondo Montecuccoli* (C 552) is used as a training ship.

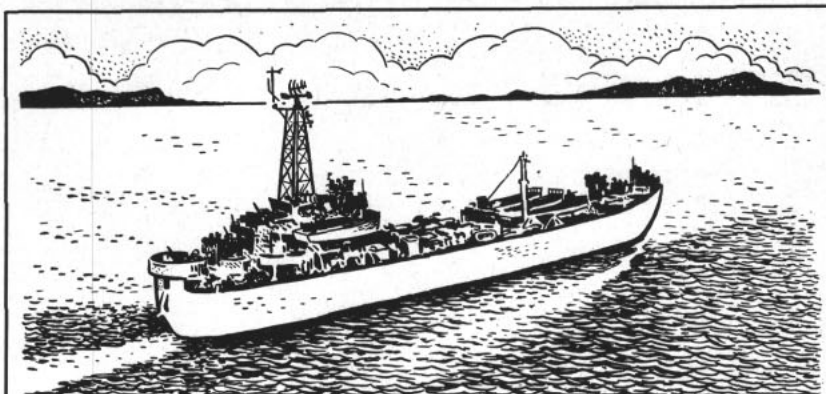


THE CORVETTE *Airone* (F 545) measures almost 250 feet in length.



ITALIAN minesweeper *Mandorlo* (M 5519) is viewed from escort ship.





NO STRANGER in Mediterranean is Italy's *Anteo*, shown in drawing.

Italian Navy's *Anteo* Has a Familiar Look

A new name as well as a new flag and a new crew are now carried on board *Alameda County* (AVB 1). All this came into being late last fall when, in the Bay of Naples, the advanced aviation base ship, now called *Anteo*, was officially delivered to the Italian Navy.

This ship is no stranger, however, to Italy.

Since her commissioning as a tank landing ship (LST) in 1943, *Alameda County* spent most of her active duty in the Mediterranean area. She was inactive for five years between 1946 and 1951 and then operated for two years out of Norfolk, Va. In September 1953, she steamed back to Mediterranean waters to operate with Air Logistics Support Division Two, using Naples as her home port.

In the mid-1950s, *Alameda County* was converted to her present status and has since many times demonstrated the versatility of this unusual type of ship.

The innovation of this mobile advanced aviation base—the first of her kind—was the answer to a Naval Air Force problem of many years' standing. Before *uss Alameda County* (AVB 1) became operational, the landplane patrol squadrons of the Atlantic and Sixth Fleets had been served exclusively by large fixed bases with extensive logistic support facilities. Advanced bases of the permanent type in other countries can be constructed only at great expense, whereas, the advanced aviation base ship can be moved from one area to another without leaving buildings or equipment behind.

With a load of specially con-

structed trailers and miscellaneous rolling equipment, the LST could provide a complete modern operational air base in any remote area accessible from the sea. Aircraft maintenance shops, communications and weather centers, pilot and plane crew briefing rooms and a collapsible tower were among the portable facilities offered patrol squadrons by this versatile ship.

Although many of her missions have been simulated war exercises, others have been in actual support of naval operations. For example, during the 1956 Suez crisis, she activated the airstrip at Suda Bay, Crete, and each day handled an average of 51 takeoffs and landings as UN emergency forces were shuttled into the trouble zone via Suda.

In 1959, when the Sixth Fleet landed Marines in Lebanon, *Alameda County* was again operating at Suda Bay. She was the closest advanced base to Lebanon, so was called on to service, feed and house aircraft squadrons until the final division of Marines was ordered out of the area.

The second advanced aviation base ship *uss Tallahatchie County* (AVB 2) relieved *Alameda County* last June. At that time *Alameda County* was decommissioned and remained docked in Naples until her transfer to the Italian Navy.

Operating under her newly acquired name, *Anteo*, the 5000-ton ship will carry a complement of more than 200 officers and men. The Italian crew is currently training on board.

Anteo, named after the Greek mythological god who protected seamen, will operate as a support ship in the Italian Navy.

The present *Giuseppe Garibaldi* is the third to bear the name of the famous Italian hero. The first ship to be so christened was a steam-powered frigate commissioned under the name of *Borbone*. She was captured by Garibaldi during the expedition of the "Thousand" against the Kingdom of the Two Sicilies in 1860. She was decommissioned in 1894 after a long and colorful career.

The second *Garibaldi*, an armored cruiser, was launched in 1899, and saw action during the Italian-Turkish war and in the landing operation along the Libyan coast. She was sunk by a submarine in 1915.

During World War II the present *Garibaldi* maintained a distinguished record. Following the Armistice in 1943, she was assigned to the Atlantic to hunt German raiders and she was later transferred to the Mediterranean where she ran up a total of 17,900 miles on 27 war patrols.

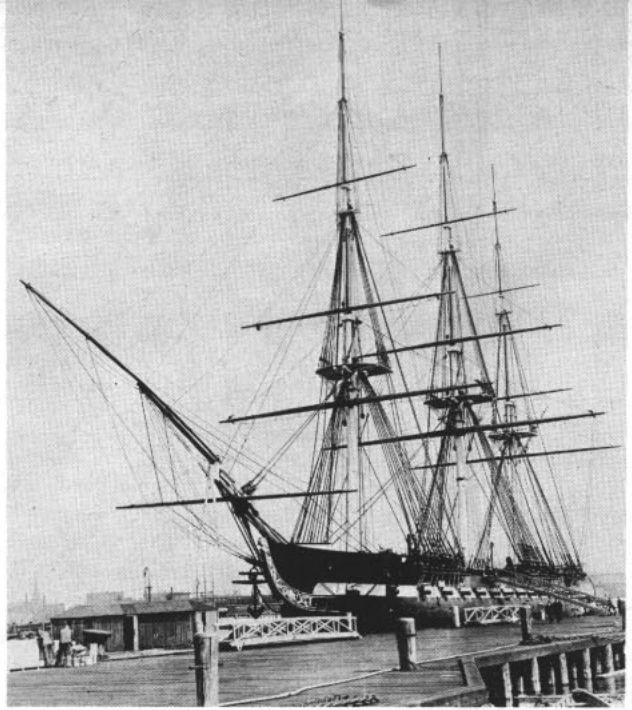
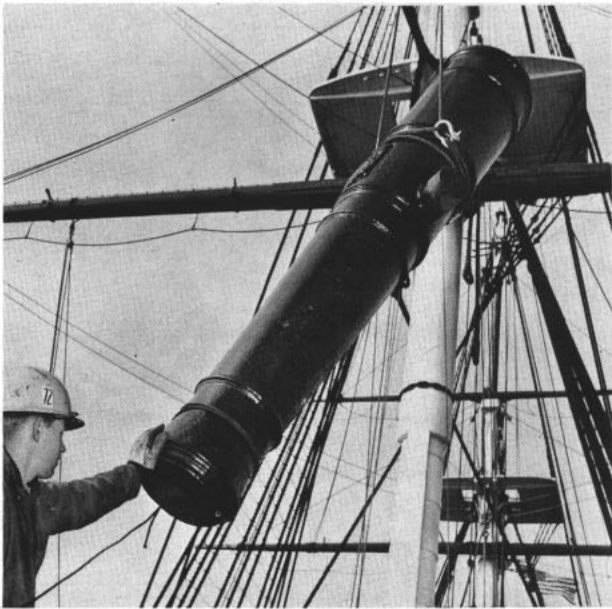
Today Italy, through a strenuous program of rehabilitation, together with new construction, has developed a modern and highly mobile fleet with strong antisubmarine capabilities. *Garibaldi* is only one example of the modern commissioned ships of the Italian Navy and of those now under construction. Two 6000-ton guided missile light cruisers, *Andrea Doria* and *Cato Duilio*, are scheduled for completion this year. These ships, like *Garibaldi*, will carry *Terrier* missiles.

ALSO UNDER CONSTRUCTION are two 3200-ton guided missile destroyers *Impavido* and *Intrepido*. They will be capable of speeds of more than 30 knots and will be equipped with the *Tartar* surface-to-air missile system. Other surface and underwater craft are under construction or in the planning stages, and the Italian Navy is currently considering the use of nuclear propulsion.

Careful attention is also being paid by the Italian Navy to the technical training of its personnel at specialized schools and training centers in order to achieve the navy's prime objective—a highly coordinated, efficient force fully capable of playing its role in guarding the security of the nation and of the free world.

uss Shangri La (CVA 38) was host ship during *Garibaldi's* stay in New York City. At visit's end the guided missile cruiser headed for Italy and duty as flagship of the Italian Navy.

—Bud Register, JO1, USN.



GUN AWEIGH—Gun is removed from gun deck while readying for repairs. **Rt:** Old Ironsides at Boston in 1907.

Iron Constitution

THE U. S. NAVY, a forward-looking organization, is taking steps to insure that it doesn't forget an important part of its past. The second oldest ship in the Navy, "Old Ironsides," *uss Constitution*, suffering from dry rot more than she ever suffered from enemy guns, is being completely renovated for the first time since she was recommissioned in July 1931.

Constitution is junior to only one ship, *uss Constellation*, which was commissioned a little more than a month earlier. She has been commanded by such officers as Stephen Decatur, Edward Preble, John Rodgers, Jacob Jones, Thomas MacDonough, William Bainbridge and George Dewey.

The famed frigate, currently the flagship of RADM Joseph H. Wellings, Commandant, 1st Naval District, is berthed in the Boston Naval Shipyard, and repairs will be completed there.

According to the ship's commanding officer, LT Victor B. Stevens, USNR, the repairs should be completed by 1965, but in the meantime the work will not interfere with normal visiting hours which are from 0930 to 1600 daily. However, there will be no visiting when the ship moves into drydock from about October to December 1963.

Guns on the gun deck have been removed in preparation for the reno-

vation and repair of the berth deck, below. The guns are scheduled to be returned to their original locations in April.

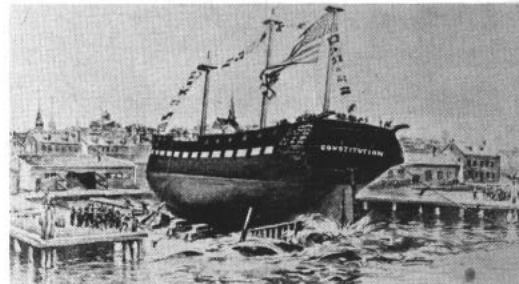
Visitors are not now allowed to go below the gun deck level because of the repairs being made in that area. Display cases have been moved from below to the gun deck and main deck for the benefit of visitors.

Shipyard workmen have inspected the ship for areas of deterioration, and all rotting timber will be replaced. Eight 100-foot wooden beams have arrived by rail from Oregon to begin a long period of aging before being used to furnish *Constitution* with a new fore and mizzen mast. Work on the masts may not start until early 1964, so that the Douglas fir used for them will have time to age properly.

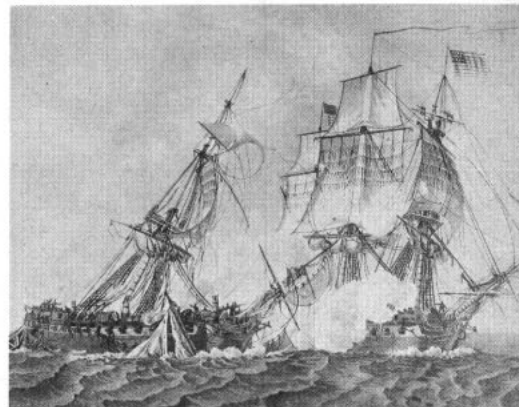
Constitution was built under an act passed by Congress in 1794, authorizing the building or purchase of six war vessels.

She earned her nickname, *Old Ironsides*, during the War of 1812 while engaging the British warship *Guerriere*. A seaman saw a *Guerriere* shot hit the ship's wooden side and fall into the sea. He reportedly shouted, "Hurrah, her sides are made of iron!"

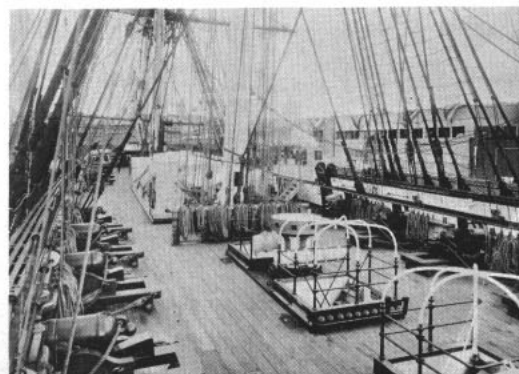
Since wartime visiting restrictions were lifted in September 1945, approximately 100,000 persons have boarded *uss Constitution* each year.



OLD PAINTING shows launching of *USS Constitution* in October of 1797.



IRONSIDES battles *Guerriere*. Below: Looking forward on ship's spar deck.





FEBRUARY 1963

Introducing the

DESIGNATION as the something of anything—be it salesman of the month, young farmer of the year, athlete of the decade, or what-have-you—is something. In the majority of cases, you'll find that the recipient of such an award has done more than merely advance his own fortunes, or enhance his own prestige. Usually he has also contributed heavily, over an extended period of time, to the common good of his or her organization.

It's pretty much the same in the U. S. Navy.

Enlisted Man of the Month, Shipmate of the Quarter, Messman of the Month, Instructor of the Month, Seabee of the Quarter—these are just a few of the many examples of special recognition awarded to deserving Navymen in today's Navy. Whatever form that recognition takes, however, if it's bestowed upon you by your command you have every right to feel extremely proud. In a very real sense, you're being recognized as a good teammate. In the Navy, not much higher praise can come your way.

Take Hospital Corpsman second class Robert E. Hollie, for example.

HM2 Hollie serves as an X-ray technician aboard his ship, the Amphibious Force Pacific Fleet attack transport *uss Calvert* (APA 32). It was not just his performance of his assigned duties, however, outstanding as that was, which resulted in Hollie's recent designation as enlisted "Amphibian of the Week."

HERE'S HOLLIE'S SKIPPER, CAPT A. Merrill, USN, in a letter to the Force Commander nominating his

amphibious crewman for the award:

"Besides being an example of an excellent X-ray technician with outstanding ability in this field, Hollie has taken over the collateral duty of handling the crew's recreational entertainment. During the 22 months he has served aboard *Calvert*, 18 of which were spent away from home port, Hollie has taken the initiative to always provide some type of activity in order to promote a higher morale for all hands.

"He became a member of the Welfare and Recreation Committee, and volunteered to take charge of the crew's gear locker. He took over as manager of *Calvert's* softball team (which team promptly became one of the terrors of the Force) and was instrumental in arranging many other athletic events and other types of entertainment.

"Hollie is looked upon with pride and admiration by his shipmates, and is a shining example of one shipmate devoting many extra hours to help make life more enjoyable for all who are serving on board."

We're not suggesting for a minute that in order to win any special recognition in the Navy you *must* manage a ball club, promote boxing smokers, serve on committees, or the like.

On the contrary, most of the various awards are based, in large measure, on the solid military virtues—professional performance, leadership, military bearing and appearance. These you must possess in abundance in order to be nominated. It is only when you and several other nominees have demonstrated those qualities on

ALL HANDS



Navy's Men of Distinction

a more or less even basis that some extra effort on your part could swing the award your way.

IF YOU'LL NOTICE, the key words in CAPT Merrill's letter nominating Hollie came in the very first sentence—"Besides being an example of an excellent X-ray technician with outstanding ability in this field, he . . ."

Many commands have established awards to combat an insidious conviction which can creep over even the best of us at times. You know—that sinking feeling, as you attempt to claw your way upward out of a pile of work which threatens to engulf you, that just maybe you're being too good a sailor for your own good.

LCDR L. L. Tucker, USN, of the Fleet Training Center, Norfolk, Va., authored a release recently which illustrates this point about as well as anything could. We wouldn't attempt to improve upon it. Let LCDR Tucker take over for the next few paragraphs, as he tells you about the selection of the first Enlisted Instructor of the Year for the Fleet Training Center.

"Commander Training Command, U. S. Atlantic Fleet, this year initiated an Enlisted Instructor of the Year award for the various training activities under his command. The award is to be presented to the nominee of each activity during the annual administrative inspection.

"The individual instructor is the operational key to the quality of training offered.

"It is possible to advance any number of reasons explaining the

difference in instruction. Rather than rationalize these differences, let us examine instead the rewards offered for exceptional performance. The odds are that all too often in the past we have not rewarded the superior achiever, but rather have increased the already heavy responsibilities assigned him. We look to him to serve on boards, review curriculums, and in other ways increase his work load.

"The 'smart' individual, seeing this system at work, could well be tempted to say to himself, 'Take it easy, hide your light, or they will work you even harder.' To help circumvent this possibility, the high achiever—in our case the outstanding instructor—should be, and from now on will be, recognized and rewarded."

RESPONSIBILITY for selection of the recipient of this Instructor-of-the-Year award rests solely with each TRALANT activity, and is based on performance factors, evidence of initiative and creativity on the part of the instructor, and leadership as evidenced by student performance.

Late this past autumn Senior Chief Electrician's Mate Salvatore J. Fischetto, Jr., stepped front and center before his shipmates to receive a plaque and commendation from RADM A. H. Taylor, USN, Commander Training Command, Atlantic Fleet, naming him Outstanding Enlisted Instructor of the Year 1962 at FLETRACEN Norfolk.

Senior Chief Fischetto has acted as senior instructor in the Damage Control Department's ABC Defense Course for the majority of his tour

at FLETRACEN Norfolk. Among many other achievements, he is mainly responsible for the formulation of the present ABC Defense Course, designed to provide the Fleet with performance-oriented ABC training.

He has also been extremely active in providing special instruction to other military commands in the Norfolk area. As a result, he has received many letters of commendation signed by various commanding officers, and has brought distinction to the Fleet Training Center.

IT'S NOT INTENDED to favor any particular organization—but yet another PHIBPAC Navyman, a nominee for "Amphibian of the Month" provides another sterling example of superior performance combined with leadership.

A letter of commendation from his CO, presented recently to Gunner's Mate First Class Walton E. Stalnaker of the amphibious assault ship USS *Valley Forge* (LPH 8) also served to nominate him for the award. It read, in part:

"During our current WestPac deployment, *Valley Forge* has been involved in three major ammunition movements, one of which was an emergency off-load in support of U. S. troops in Thailand. In each of these evolutions, your advance planning and organization resulted in an efficient, rapid and safe movement.

"In addition, during this same period, you developed, coordinated, and supervised a long-range training program for the men of your division. You should be most proud of the 100 per cent advancement record

established by your men on the last Fleet-wide competitive examinations. Your exemplary leadership will serve as an inspiration to all of your fellow Amphibians."

IN MANY CASES, local civilian organizations (Navy League, Chamber of Commerce, etc.), join with the Navy in honoring topflight Navymen.

At the Naval Auxiliary Air Station, Whiting Field, for example, the next-door Milton, Fla., Council of the Navy League of the United States presents handsome plaques each year to Whiting Field's outstanding officer and enlisted man. This year's selectees were LT Forrest H. Wood and Aviation Structural Mechanic First Class Terrell W. Williams.

It was the second successive such award for LT Wood, a former white-hat who logged tours as a plane captain aboard the aircraft carrier *USS Kearsarge* (CVS 33) and as an air controller at NAS Dallas, Texas, before entering flight training. He received his wings in 1956.

In addition to instructing students in the T-28 trainer, he acts as Squadron Standardization Instructor, and also teaches incoming instructors proper techniques for training flight students. He averages some 12 hours



a day in those multiple jobs, and still finds the time to attend night college courses at the University of Florida.

THE OTHER SELECTEE AMS1 Williams has served as airframes material petty officer, metal shop inspector, gripe crew leader, shop troubleshooter, night check airframes crew leader, and (currently) as PO in charge of the check crew since reporting to Whiting Field. Says his CO:

"In all of these assignments, Williams' performance has been outstanding, and has substantially contributed to the high maintenance availability of squadron aircraft. His manner and appearance reflect his pride in the Navy, and command the respect of all hands."

Before being nominated for Whit-

ing Field's Enlisted Man of the Year award, Williams was named Petty Officer of the Month for September 1962. That he has been an outstanding Navyman right from the very beginning of his naval career is indicated by the fact that he was awarded the American Spirit Honor



Medal upon his graduation from recruit training.

Some of the Navy's special forms of recognition—Lineman of the Month and Messman of the Month are just two examples—honor superior performance in a tough, normally unglamorous and oftentimes thankless job. Navyman nominated or selected for such awards are deserving of especial praise for, in effect, they and the rest of the Navy are being told, "Rather than waste your time and the Navy's griping about the billet you have currently been assigned to fill, you have done your job to the very best of your ability, and you have therefore contributed to the over-all ability of your ship or station to perform its missions."

It's a good bet that the Lineman or Messman of the Month of today will be the Petty Officer of the Month, Quarter or Year at some future ship or station before his Navy career has run its course.

AWARDS AREN'T ALWAYS confined to individuals either.

Many ships and shore commands name a Division of the Month or Quarter as well. Here, obviously, teamwork becomes extremely important, since every man in a division must depend upon all of the other men in his division. One foul-up can foul up an entire division—a fact which usually encourages the occasionally lackadaisical sailor to shape up. This, in turn, improves the over-all efficiency of the division, and of the entire ship or station.

Special incentives, in the form of extra and/or early liberty, head-of-the-chow-line privileges, and the like help to make the extra effort seem worthwhile.

The above brings up another point. Designation as Navyman of

the Whatever is almost invariably accompanied by a letter of commendation which becomes a part of the selectee's official service record—and such a document counts heavily in your favor should you come up for consideration at some future time for appointment to E-8, E-9 or commissioned status; the NESEP program; recruiting or instructor duty; advanced schooling; or the like.

Over and above this, however, the rewards for such selection can and do vary widely throughout the Navy.

Still and all, as was pointed out at the very beginning of this article, the primary reward accruing from any special Navy recognition is the inner satisfaction gained from the knowledge that you have proved yourself to be a good teammate.

CARE FOR JUST ONE MORE shining example of how an individual Navyman's professional performance and devotion to duty can benefit both his own outfit and the Navy as a whole? Consider, then, the case of Aviation Machinist's Mate Second Class Phillip H. Slaughter, Helicopter Training Squadron Eight's Petty Officer of the Month for October 1962.

ADR2 Slaughter plies his trade at Ellyson Field, NAS Pensacola, Fla.



One day early last October he was checking out a UH-19F (formerly HO4S-3). A first thorough examination of the 'copter's power plant seemed to indicate that everything was hunky-dory—but Slaughter is one mechanic who never takes anything for granted. He put the whole works through a second painstaking look-see and found a small crack in the whirlybird's main transmission.

In addition to his selection as Petty Officer of the Month, Slaughter was presented an Aviation Safety Award.

You can bet there's at least one helicopter driver and crew who are mighty thankful that PO of the Month Slaughter works at Ellyson Field—and that he's one of the thousands of Navyman who are on the ball every day of the year.

—Jerry McConnell, JO1, USN.



Manning the Mail Buoys

ALMOST ANY PLACE your Navy orders take you—on board ship, overseas or stateside—you can affix the proper postage, deposit a letter in the nearest mail box and it's off to the destination to which addressed. It's as simple as that. And you can receive mail with even less effort on your part.

But there's more to sending and receiving mail than you might suspect—unless you're a postal clerk in one of the post offices serving Navy-men throughout most of the world.

One such Navy post office, with one officer and 12 enlisted postal clerks assigned, is located in London, England. It provides mail services to Navy facilities in the United Kingdom and Northern Europe, several U. S. military functions in the London area as well as U. S. ships visiting in Northern European ports.

In 1961 this Class IV post office, a division of U. S. Naval Support Activities, London, received more than 950,000 pounds of all classes of mail and dispatched about 680,000 pounds. More than 12,000 Navymen in some 30 ships received mail from home by way of the London Navy Post Office.

The efficient mail service provided Navymen in the London area is accomplished through close coordination of schedules between the British Government Post Office, MSTs ships, the U. S. Air Force and commercial

airlines. First class and air mail is received daily, except Sundays, and parcel post normally arrives at ten-day intervals.

Clockwise from top left: (1) Outgoing letters are sorted by Benjamin L. Thompson, PC1, (2) Brothers Robert E., (left), and Richard H. Calhoun, both PC3s, work in outgoing mail section of the London Navy Post Office. (3) On board a Navy plane before takeoff from NAF, West Malling, Richard T. Dussault, AN (left), and Joseph R. Jenec, PC3, check outgoing mail bags. (4) Earl J. Bush, PC2 (left), and Michael Patras, PC1, distribute registered mail

—Bill Weesner, JO2, USN.





UDT Men in Action

UNSEEN AND UNHEARD, 28 men infiltrated a beach off the small island of Pineros. Their mission? To plant obstructions to hinder amphibious landings.

They returned the next day to destroy their work.

This was all a part of Underwater Demolition Team training for men from Little Creek, Va., taking place in the area of Roosevelt Roads, Puerto Rico. Both the planting and destruction of underwater obstacles are important phases of UDT work.

The three-hour expedition to destroy the obstructions began at 0500, when the trainees were dropped from a speeding boat some 500 yards offshore. They submerged before swimming into the area where they had planted steel and concrete the day before. Six hundred pounds of TNT, in 20-pound packs, was attached to the obstacles.

Two men remained behind to light

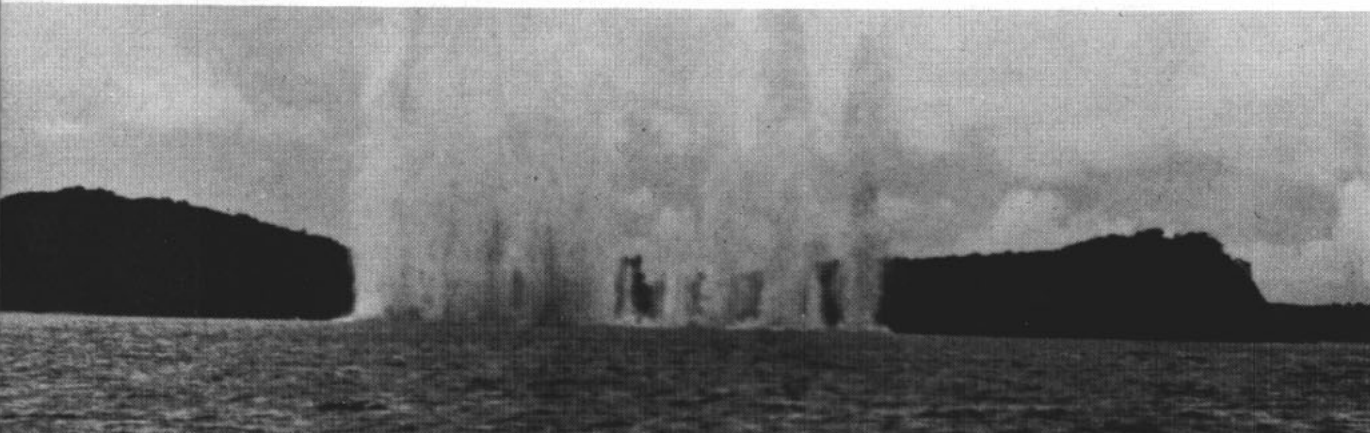
the fuses. A speeding launch picked them up after the 10-minute fuses had been lighted.

Seven minutes after the men were safely aboard the training boat, the charges were touched off.

Later investigation proved the UDT trainees had learned their lesson well. The steel and concrete obstacles were totally destroyed.

From Pineros Island the trainees went on to Fort Benning, Ga., to attend parachute jump school. Advanced swimming school at Key West, Fla., was next on the schedule, to be followed by three weeks of final instruction at the Island of St. Thomas in the Caribbean.

Counterclockwise from top: (1) UDT trainee pulls his face mask down as he jumps from a raft tied to a speeding launch. (2) After setting charges, trainees are hauled back aboard the raft. (3) Exploding TNT sends water 200 feet skyward.





at Sea and on Land

WE'VE BEEN LED to believe that a mixture of soil and water—commonly known as mud—when properly applied, can be an aid to beautiful skin. If this is true—and who are we to say that it isn't—Navy frogmen trainees should emerge from the fourth week of their 17 weeks of special training at the Naval Amphibious Base, Coronado, Calif., with much improved complexions.

It's during this week, aptly nicknamed "Hell Week," that trainees dive into and "swim" through a pool of mud. This phase of training is designed to test their ability to withstand rugged conditions and surroundings which they may encounter on UDT assignments.

Also during the fourth week, frogmen are subjected to other rugged tests of strength and endurance. They race through surf and sand with logs on their shoulders; belly-crawl

through barbed wire and are harassed with explosives. Those completing Hell Week qualify for 13 more weeks of strenuous training.

In other phases of the course frogmen are trained for reconnaissance of underwater approaches to enemy-held shorelines; removal of enemy mines; and destruction of underwater obstacles by demolition, including blasting of channels through coral.

After graduating they are assigned to underwater demolition teams where they are further screened for aptitude, and are sent on to schools for specialized training.

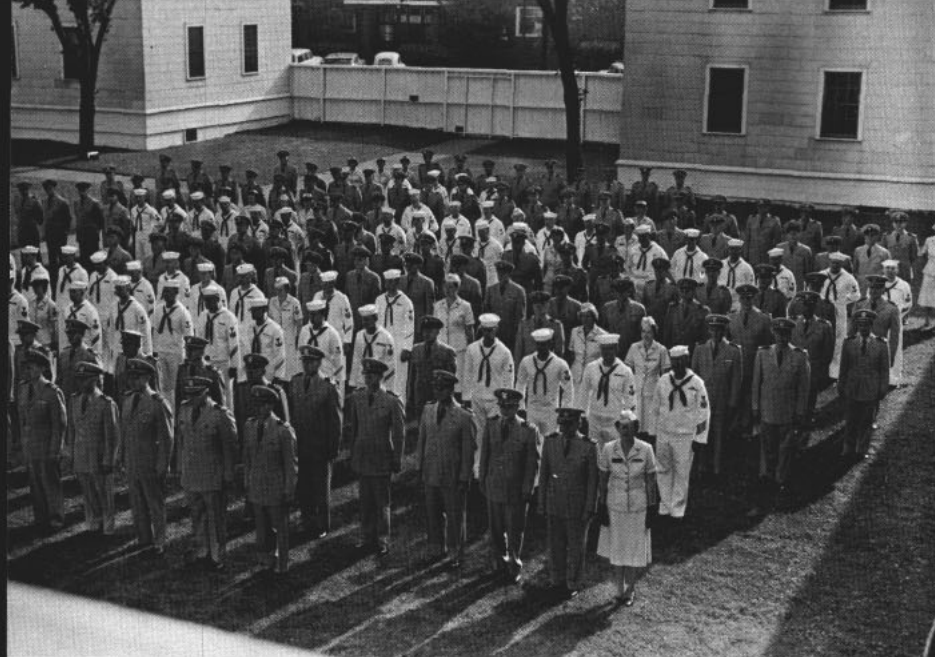
Frogmen trainees do not receive final UDT qualification until they have completed six months of UDT duty.

Photos on this page show a UDT trainee going through the mud test.

— A. T. Register, JO1, USN.

— Photos: Bob Gill, PH3, USN.





PARTICIPANTS in 9th ND Personnel Mobilization Team exercise, FY 63, muster for a personnel inspection.

mobilization, the Naval Reserve has in operation the Mobilization Team Program.

The mission of this program is "to provide a nucleus of trained officer and enlisted Reservists available for immediate assignment to active duty in mobilization stations, distribution activities, and naval district headquarters within the continental United States, for the purpose of accomplishing a rapid and orderly mobilization of inactive duty naval personnel," and when the mobilization activities are no longer needed be available for further assignment to other units of the active forces.

MOB Teams on Tap

- *When this plan is executed, all men and boys able to carry a spear will report for duty.*
- *All married men will bring their wives to cook and wash for them.*
- *All unmarried men will find unmarried women to cook and wash for them.*
- *Pregnant women, young boys, and old men unable to carry a spear are excused.*
- *Anyone else remaining at home after this plan has been executed will be killed.*

SOUND A LITTLE DRASTIC? This was a tribal mobilization plan of not so many years ago. The planners meant business. You won't find anything like it in any OpNav or BuPers

directive, but you will find an effective program which also means business.

Here's how Naval Reservists fit into the mobilization plan. Many Reservists have orders in their pockets, and are ready to report for active duty in a matter of hours. Other Reservists—on the War Plans List—would report directly to their key billets. The remainder, including Ready Reservists, some members of the Standby Reserve, Fleet Reservists, and possibly some Retired Reservists, would report to a Mobilization Station for processing before moving on to their active duty assignments.

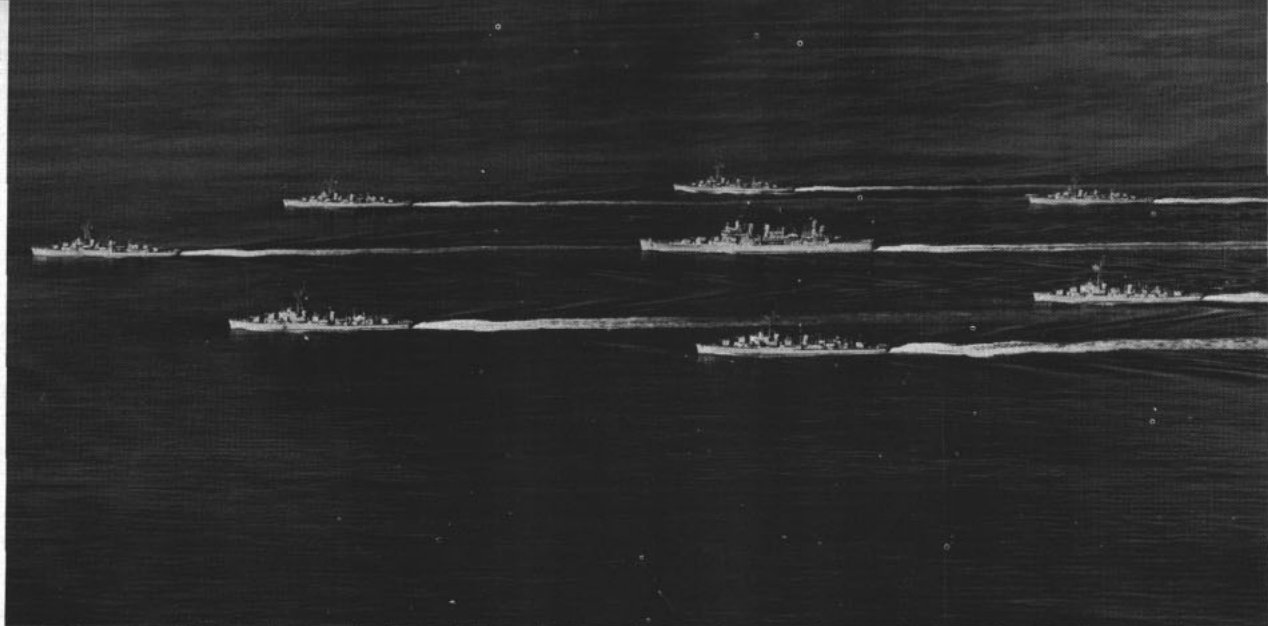
To handle over 300,000 Reservists who would be involved in a full

THERE ARE 98 Mobilization Team Divisions. These include 88 small, medium and large units whose location and size are determined by the distribution of the inactive naval population who meet at Naval Reserve Training Centers; and 10 divisions, which drill at naval district headquarters and distribution activities.

In the event of a partial mobilization, MobTeams may be called upon to pitch in and help process Reservists for active duty. For example, during the recall of 40 ASW Reserve crews in October 1961, Mobilization Team Divisions, located at or near Naval Reserve training centers which supported the Reserve crews, took part in processing Reservists report-

LIKE REAL—Receiving section checks in 'live bodies.' **Rt:** Classification interviews a Naval Reservist.





GET TOGETHER—Reservists of distribution activity tested procedures for assigning recallers to ships.

ing for active duty. They also helped in processing ASW Reserve crews from active to inactive duty during the summer of 1962.

For training purposes, there are 965 billets for USNR officers and 2295 billets for enlisted Reservists. In full mobilization, however, nearly 1500 officers and more than 6600 enlisted Reservists would be utilized to meet Mobilization Team requirements.

SINCE THE WORK of the MobTeams is largely an administrative and clerical type of activity, the training program is not a spectacular one. There is no firing of rockets, no "bombs away." But there is plenty of room for excitement of a different caliber.

Last year, for example, many MobTeam Reservists spent their active duty for training (ACDUTRA) in

team training exercises at Great Lakes, Ill.; Seattle, Wash.; San Diego, Calif.; Brooklyn, N. Y.; and New Orleans, La.

This year, exercises are planned at Boston, Mass.; Norfolk, Va.; Charleston, S. C.; and San Francisco, Calif.

Let's take a look at Com Eleven's exercise—the other exercises followed pretty much the same pattern.

Five naval districts—the Eighth, 11th, 12th, 13th and 14th—were represented at 11ND's MobTeam Training Exercise. There were 164 officers and enlisted personnel taking part.

The "headquarters unit" concentrated on coordinating the officer and enlisted recall—with the assignment of simulated veteran volunteers, volunteering naval and Fleet Reserve personnel, and graduates of accelerated recruit training. Active duty redistribution, and the assignment of

nucleus personnel to planned activities, were also simulated.

RESERVISTS assigned to the "distribution activity" worked with the regular San Diego Naval Station personnel. They tested procedures for assigning recalled Reservists to active ships and for reactivating PACRESFLT ships.

Two mobilization stations were also in operation during the exercise. Each completed its full mobilization processing quota. In addition to proving that the quantity goals could be met, the Reservists proved that quality was also possible. A board of active duty personnel carefully reviewed all records processed by the Reservists. Points were deducted for all errors. The point average for all records was approximately 90 out of a possible 100, and most records received during the second week of

MOB TEAMS carried out complete processing including medical exams and classification of Reserves.





MOBILIZATION Team dentist check teeth. Rt. Members of Mobilization Station receive indoctrination.

training were given a score of 100.

Officers and EMs from the active status pool were selected and ordered to the mobilization stations for processing to active duty. Complete and detailed processing was carried out, including physical examinations, opening pay records, bringing service records up to date, and providing information on transportation. Actual persons—"warm bodies"—were processed, each carrying a record indicating various actions required of the MobTeam or some particular "problem" affecting the Reservist concerned.

HERE ARE SOME of the problems the MobTeams had to solve, involving personnel situations:

- This individual entered divinity school three months ago.
- This individual has a critical skill.
- This individual requests a six-

day delay in order to attend his mother's funeral.

- This individual drove his car 300 miles to the MobSta and does not desire to accept government transportation to his next assignment because he will have no way of getting his car home.

- This individual has an extremely painful abscessed tooth.

More than paper shuffling is required. You have probably met or known each of these types of persons. There are hundreds of other conditions—and problems to be solved.

During the final phase of the exercise, the two Mobilization Stations were given an operational readiness inspection—sometimes called "riot day"—in which the "bodies" talked back.

It's not so hard to decide what you are going to say to a person with a

particular problem, but it's not so easy to say it when the person talks back, adding more and more complications.

THE MOBTEAMS successfully coped with situations such as these: An uncooperative Reservist being recalled; would-be helpful, but talkative, "assistants" (whose help was politely declined); wives who thought their husbands should stay at home (husband "went"); ladies who wanted to report spies; a WAC on leave who wanted transportation to her unit (she was referred to an Army Recruiting Station); a retired commander who put himself back on active duty and started giving orders; a conscientious objector; a newspaper reporter; a volunteering World War I Yeomanette; a divorced wife seeking alimony from a recalled Reservist; and a volunteer local Red Cross worker protesting that many of the problems referred to her were the Navy's problems, and she couldn't do anything about them. Rigged? To be sure. But it kept the MobTeams on the ball.

Not all training consists of mobilization exercises, such as the one briefed above. These 14-day exercises are held every other year. On alternate years, Reservists may spend their ACDUTRA at a school, or they may go to sea. All year round, the MobTeam Reservists meet at their training center, on a weekly or one-week-end-a-month basis, developing further skills in their specialty.

If M-Day comes, the Naval Reserve's mobilization teams will be ready and able to handle the "business" that comes their way.

HERE'S HOW—Transfer section works problem at mock MOB Station.



Rundown on Navy Sports

Boxing, volleyball and basketball competition at the All-Navy level holds out the prospect of more than the usual rewards for at least some participants this year. Winners in all three sports, plus selected augmentees, will progress to Interservice competition—and participants at the Interservice level stand a chance to be selected for the team which will represent the United States at the Pan American Games in Sao Paulo, Brazil, this spring.

Boxing's All-Navy Championship finals, normally staged in April, were moved up this year to enable Navy pugilists to get a crack at a spot on the U. S. PanAm Games squad.

Little advance information was available on over-all Navy ring prospects, but one fact seemed clear—the National Naval Medical Center Bethesda, Md., team figured to have a whole lot to say about who won what at the Naval Station, Newport, R. I., 23-25 January.

The strong hospital squad boasted three defending All-Navy champs—heavyweight Dick Pettigrew, welterweight Ralph Pellicia and lightweight Mickey Jones—plus 1962 light-middleweight runner-up Lee Bond, among its considerable assets.

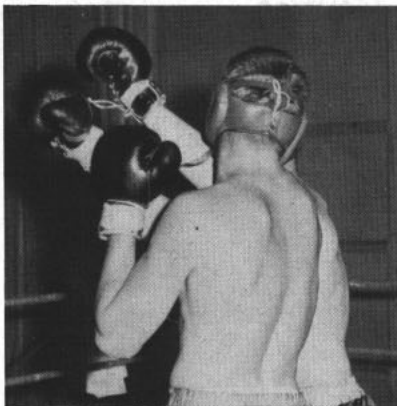
Volleyball moves into the lime-light 18-22 February, when the All-Navy crown comes up for grabs at the Naval Air Station, Alameda, Calif.

Here again little advance information has reached this desk, but on the basis of past performances, the defending champion Alameda Naval Air Reserve Training Unit crew had to be conceded the favorite's role until and unless some other Navy team proved differently.

Basketball, on the other hand, provided a different story, as a welter of early season reports began to spotlight some serious contenders for eventual All-Navy hardcourt honors.

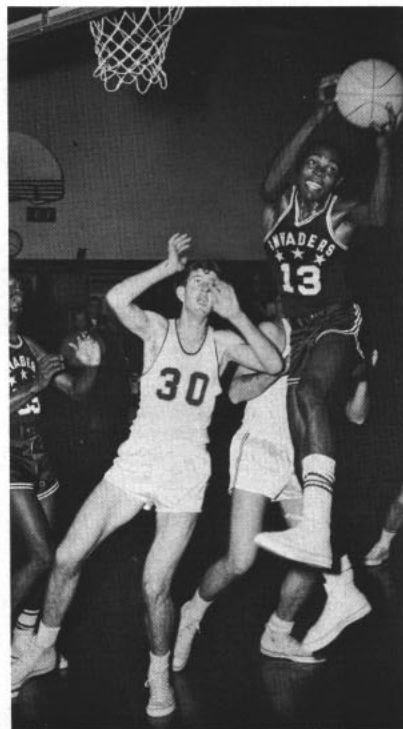
Out Pearl Harbor way, it appeared that SERVPAC's long-time dominance over the Navy-wide basketball scene may be over—at least for this season.

The Packers, bereft of most of the talent which boosted them into the All-Navy throne room the past three years in a row, were enjoying only a so-so campaign this time around. Arch-rival SUBPAC, meanwhile, was rocketing along undefeated, and far



out in front in the race for the Hawaii Senior Invitational Basketball League title.

Team captain Brian Kniff, ex-UCLA standout, and veteran backcourt whiz Chuck Henry, both of whom were augmented by SERVPAC for last year's All-Navy trip, plus bright newcomer Bob Gaillard, were among those pacing Coach Matt Matsuo's submariners in their winning efforts thus far. Gaillard, a six-foot-four smoothie with a deadly shooting eye, had already established a season's high one-game mark for



BOARD WORK—PHIBPAC'S rebound star, Fred Mims, charges through the Naval Training Center's defense and adds another 'haul-in' to his record.

the league with a 50-point barrage against Hickam AFB, and was averaging nearly 30 counters a game.

On the West Coast, meanwhile, PHIBPAC's Invaders, with four starters back from the club which finished a close runner-up to SERVPAC in the last two All-Navy meets, were hopeful that this, at long last, may be their year.

Six-five center Fred Mims, a willowy rebounding star who laughs at superstition by wearing number 13 (and gets away with it) ranked as the Invader's ace as PHIBPAC surged unbeaten through its first six engagements. The former Paul Quinn (Texas) College performer hauled in 95 stray shots in those six games, and was scoring at a 13-points-per-game clip.

Cross-country, at Norfolk, Va., still another crew of talent-laden submariners flashed brightly in the early going.

CWO Marcus Klein's SUBLANT Sea Raiders, third-place All-Navy finishers a year ago, raced through their first 12 contests without a loss—and showed a wealth of height and scoring punch in doing it.

Six-seven center Bill Brown and six-five forward Al Clark (a former SERVLANT All-Navy star who has returned to the Navy after a short stint as a civilian) were raking in every rebound in sight, while Clark and hustling guard Bruce Hewitt spearheaded the torrid Sea Raider attack.

SUBPAC, PHIBPAC and SUBLANT represented just three of hundreds of Navy cage squads currently hip-deep in heavy varsity and intramural schedules around the world. Ahead for all of them as 1963 dawned lay the completion of a large portion of those regular season slates—and then, for many of them, further competition in rugged district and regional elimination tournaments.

Eventually, all of this firing will produce five regional championship teams, which will clash head-on for the All-Navy title at NAS Moffett Field, Calif., 4-8 March.

The Interservice Tournament schedule: *Boxing* (Army Host)—At Fort Meyer, Arlington, Va., 5-7 March. *Volleyball* (Navy Host)—At NAS Alameda, San Francisco, Calif., 26-28 February. *Basketball* (Air Force Host)—At Lowry AFB, Denver, Col., 14-16 March.

LETTERS TO THE EDITOR

A Ship Called EDD

SIR: I served on board *uss Witek* (EDD 848) from 1952 to 1956. At that time she was designated an experimental destroyer (EDD). I remember distinctly that all our records referred to her as an EDD.

Now, I know this, but I can't convince my shipmates that there is or was such a thing as an EDD. Would you print a confirmation of this?

While you're at it, you might mention the time *Witek's* crew went ashore at Nassau in the Bahamas and helped put out a fire there. If it hadn't been for *Witek*, I think the whole town would have burned to the ground.—F. R. W., SFP2, USN.

• OK, here are some words you can make your shipmates eat. *Witek* was attached to the Operational Development Force in March 1946 and was fitted out as an experimental destroyer with the official designation "EDD" after she returned to Boston from her shakedown cruise in the Caribbean in July 1946.

If the Nassau fire was as big as you remember it, the watch officer who made the log entry for 24 Oct 1954 was a master of understatement.

The log entry simply states that while *Witek* was moored at Nassau, Bahama Islands, a fire and rescue party was sent ashore to Nassau to fight a fire and that the party returned to the ship when the fire had been extinguished.—Ed.

Yes, No, Maybe

SIR: I'd like you to help me answer the following three questions. The first two will affect several people aboard my ship, and one of my shipmates is quite concerned about the third. Here they are:

1. Concerning nondisability retirees, para. 3.o. of BuPers Inst. 1811.1B states: "They may be accorded the privileges of commissary stores, small stores, officer clubs, and armed services exchanges subject to the limitation of available facilities." Are officer clubs included among those privileges accorded to retired enlisted?

2. It seems to me that I have read in ALL HANDS that inactive Reserve time between 1946 and 1949 may count toward transfer to the Fleet Reserve. However, I don't believe this agrees with the BuPers instruction regarding transfer to the Fleet Reserve. If not, which is correct?

3. There is a BM1 aboard whose sea duty commenced in May 1952. I am

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

having difficulty explaining to him why he has not received shore duty orders. He has a fairly broad choice of duty preferences—Long Beach, San Diego, or anywhere 11th Naval District. His EAOS date is 25 May 1967. Can you help me explain why he has not been ordered ashore?—D.W.T., YN1, USN.

• We'll answer the first question first and continue from there.

1. Enlisted men retired with pay are entitled to the privileges mentioned, except officers' clubs.

2. Only active duty (and active duty for training performed subsequent to 9 Aug 1956) in any branch of the armed services, including the Army National Guard or Air National Guard on federal duty, counts toward transfer to the Fleet Reserve.

3. The BM1 has not yet been ordered to shore duty because of his relatively junior standing among other BM1s requesting the 11th Naval District. Although he meets the Seavey cutoff date, orders are issued according to active duty base dates. In this case, top man for the 11th Naval District has an ADBD of June 1943. Your man's ADBD is recorded as November 1951.—Ed.



FIRST PILOT to make 100 landings on *USS Enterprise* (CVAN 65), LTJG Sidney T. Taylor, takes a ride on shoulders of flight deck crewmen.

Foreign Retirement

SIR: Would you furnish us the answers to three questions, thereby helping to settle some wardroom arguments? The questions are:

If a Navyman elects to retire in a foreign country, how would such residency affect his U. S. citizenship?

If a Navyman voluntarily gives up his U. S. citizenship to reside in a foreign country, can he continue to draw his retirement pay?

Before retiring, may a Navyman elect to retire and reside in any location in the world and receive government transportation for himself, his dependents and household effects to that location?—J.L.S., CDR, USN.

• Always happy to help settle a good argument, Commander—in addition to being pretty handy at starting one on occasions, as we're sure you've already noticed.

A native-born U. S. citizen can live in a foreign country indefinitely; however, he should report his presence to the U. S. diplomatic or consular office.

According to 37 Comptroller General 207 and Comptroller General B-147777 of 1 May 1962, the right to retired pay terminates if a member of the Regular Navy or Naval Reserve becomes a citizen of a foreign country.

Upon retirement, a Navyman may select a home in a foreign country, and transportation at government expense will be furnished from his last permanent duty station to home of selection for himself, his dependents and household effects.—Ed.

Purple Heart

SIR: I noticed in your November issue, page 50, you stated that posthumous award of the Purple Heart was made automatically to the next of kin of those who qualified between 5 Apr 1917 and 6 Dec 1941 and that posthumous award for wounds received on or after 7 Dec 1941 was made to the next of kin upon application.

I am not positive I am correct, but I believe the reverse is true. In other words, application is necessary for posthumous award of the decoration for those who qualified between 5 Apr 1917 and 6 Dec 1941.

Automatic posthumous award is made to the next of kin for wounds received on or after 7 Dec 1941.—R. A. A., LCDR, USN.

• A recheck with the Decorations and Medals Branch of BuPers confirms your statement on this award.—Ed.

Which Kentucky?

SIR: On page 31 of the June 1962 issue of *ALL HANDS*, you say that *USS Kentucky* (BB 6) was one of the 16 battlewagons which made up the Great White Fleet that sailed around the world from 1907 to 1909.

This interested me because I visited Newport News, Va., in 1958 and saw the hull of a battleship named *Kentucky*. It was my understanding that construction on the one at Newport News was started in 1943, but was not completed by the end of World War II, and that the ship was scrapped in 1960 or 1961. Now I'm confused; was the hull I saw in Newport News from the old *Kentucky* or from the newer, incomplete one? — D.E.Y., YN2, USN.

• The hull you saw at Newport News was that of *USS Kentucky* (BB 66) whose keel was laid on 6 Dec 1944. Construction was halted in February 1947, but later it was decided to convert her to one of our first guided missile warships and some conversion work was done. However, when the battleship *USS Wisconsin* (BB 64) was damaged in a collision in 1956, *Kentucky*'s bow was given to her, but the *Kentucky* hull remained at Newport News for several more years. Her name was stricken from the Navy list on 9 Jun 1958, and on 31 Oct 1958 she was sold to a private company for scrapping. She was towed to Baltimore for this purpose in February 1959.

The first *Kentucky*, commissioned 15 May 1900, did indeed sail around the world with the Great White Fleet from 1907 to 1909. From 1915 through 29 Aug 1919, when she was placed in reserve, *Kentucky* served as a training ship, primarily in the Hampton Roads, Va., area. On 29 May 1920 she was decommissioned and in April 1923, was sold for scrapping. — Ed.

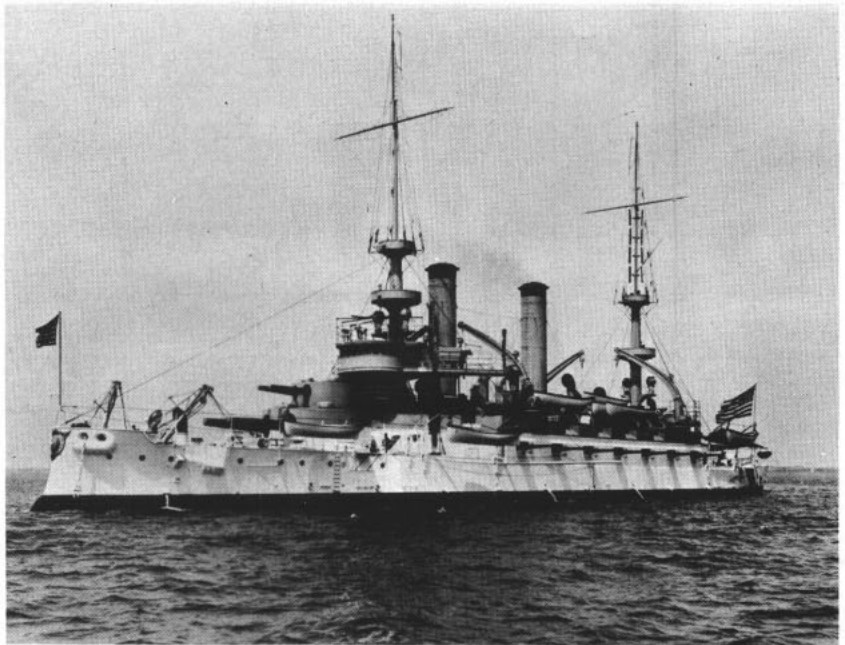
Butternut Is Old-Timer, Too

SIR: In regard to the article "Longest Continuous Deployment" which appeared in the August 1962 *ALL HANDS*, I feel it appropriate to mention *USS Butternut* (AN 9). While she cannot approach the 19-year deployment of *Scorpion*, she nonetheless easily topped the eight-year mark posted by *Mockingbird* (MSCO 27).

Butternut deployed to the southwest Pacific 1 Jun 1942, and remained deployed until 15 Aug 1952—a period of 10 years, two-and-one-half months. During this period she served extensively throughout the Pacific area.

It is further worthy of note that *Butternut* is the sole survivor of her class, and the only net laying ship still in commission on the West Coast. She celebrated her 21st year of continuous naval service in September 1962.—LT H. E. Brown, USN, CO.

• A check with the Naval History Di-



THE FIRST *USS Kentucky* (BB 6), was one of 16 battleships in the Great White Fleet that sailed around the world from 1907 to 1909.

vision shows you are entirely correct concerning the length of *Butternut*'s deployment. For the enlightenment of our other readers, here is a brief resume of *Butternut*'s 21-plus years of naval service.

The 162-foot-long, 700-ton *Butternut* was built in Houghton, Wash., and placed in service of the 13th Naval District for fitting out and training in September 1941. Commissioned as a boom (net) tender (YN 9) in May 1942, she sailed for the southwest Pacific on 1 Jun 1942.

On her maiden voyage *Butternut* served as escort for SS *Elbridge Gerry* to her new base at Noumea, New Caledonia, arriving there on 27 Jun 1942. Net operations at that port and in the New Hebrides and Solomon Islands areas over most of the next two years were interrupted only by brief voyage repairs in New Zealand in August 1943, and by overhaul at the Pearl Harbor Naval Shipyard from November 1943 to February 1944. It was during her stay at Pearl Harbor that her hull classification was changed to AN 9 (net laying ship).

Butternut returned to the Solomons for the rest of 1944, and in January 1945, took an ammunition barge in tow and joined a convoy bound for Leyte, Philippine Islands. The following two years were spent in net operations around Leyte and Samar. She went to Guam in March 1947 and, basing from Apra Harbor there, she spent the next three years in duties that included passenger and freight service between Guam, Saipan and Truk; net laying and tending throughout the Marianas, Marshalls and Caroline Islands, and sev-

eral tours of duty off Iwo Jima.

From October 1950 until July 1951 she conducted net operations in the Sasebo and Yokosuka areas, then returned to Guam. In August 1952 she returned to the West Coast, where she was assigned to serve the 11th Naval District from her new home port, San Diego.

Over the past decade, *Butternut* has rendered valuable service as training ship for the Naval Net School, Tiburon, Calif.; served as a Naval Reserve training ship, and carried out a busy schedule of net, buoy and underwater task operations and harbor defense training. During this period she also participated in test firing operations with dummy Polaris missiles off San Clemente Island. —Ed.

Reenlisting on Weekends

SIR: How is Article C-10317 of the *BuPers Manual* to be construed concerning discharge and reenlistment on a week end or holiday?

Does it mean a man can't be discharged or reenlisted on Saturday, Sunday or a legal holiday, or is it authority for early discharge in the event disbursing and personnel people are not available on these days?—J. L. L., PN1, USN.

• If the disbursing and personnel people are working on Saturdays, Sundays or holidays there is no legal reason a man can't be discharged and reenlisted on one of those days.

Article C-10317(3)(e) 1 of the "*BuPers Manual*" provides for early discharge in case the personnel and disbursing people want to take the week end or holiday off, too.—Ed.



IN FISCAL '62 CruDesLant's USS Joseph K. Taussig (DE 1030) won both the Battle 'E' and Marjorie Sterrett Battleship Fund Awards.

Named for War of 1812 Hero

SIR: Can you give me a brief history of USS Cassin (DD 372)? A friend of mine asked about her. He has the same name.—R. C. P., GMG1, USN.

• Cassin bears the name of Captain Stephen Cassin, USN, who served with distinction at Tripoli and commanded Ticonderoga in the Battle of Lake Champlain during the War of 1812.

It was for action during this battle that he was awarded a gold medal by Congress for gallantry in repelling repeated attacks from four enemy gunboats.

Cassin was in drydock at Pearl Harbor when the Japanese attack occurred and was considered a loss in the official Navy communique concerning the disaster.

However, after a few months of salvage work, she was in shape to be towed to Mare Island, where she was rebuilt and placed in commission on 5 Feb 1944.

Although Cassin was not the object of

later spectacular and fierce attack from the Japanese, she participated in many of the important actions of the war.

Her principal contributions were support to the Leyte landing and bombardment of enemy positions on Aguijan, the Marcus Islands, and Iwo Jima.

She was particularly valuable during the closing phases of the Tinian occupation when she literally blasted die-hard Japanese out of their caves.

During most of the remainder of her war career, Cassin engaged in patrol, escort, rescue and radar picket duties in the Pacific.

She took up radar picket and air sea rescue operations off Iwo Jima and was on station in the spring of 1945 for the first fighter-escorted B-29 strike on Japan from Iwo Jima. During this time she rescued one fighter pilot and the entire crew of a bomber that was forced to land in the sea.

During the course of the Pacific war, Cassin won seven battle stars on the Asiatic-Pacific Area Service Medal.—Ed.

GREETINGS — Flower girl, Miss Mishima, welcomes CAPT R. Berthrong, CO, DD Squadron 19, as the squadron makes a goodwill visit to Iwakuni, Japan.



We Can't Win 'Em All

SIR: Your November issue mistakenly listed USS Taussig (DD 746) as an "E" winner in CRUDES LANT. The actual winner was USS Joseph K. Taussig (DE 1030). We don't mind the west coast ship receiving our mail occasionally, but our glory—never.

Incidentally, Joseph K. Taussig also won departmental awards in operations and weaponry. To add to this array, we were a runner-up for the Atlantic Fleet ASW trophy and we walked off with the biggest prize of all, the Marjorie Sterrett Battleship Fund Award for attaining the highest over-all competitive grade in CRUDES LANT for fiscal '62.

To heal our wounds, I think it only fitting that a picture of the "Fleet's Finest Ship" be included in an early issue of the "Fleet's Finest Magazine." —Grant J. Walker, LCDR, USN, Commanding Officer, USS Joseph K. Taussig.

• We're quite embarrassed. As a matter of fact, our red faces would probably contrast nicely with the white "E's" painted on your ship. But if your copies of ALL HANDS aren't mistakenly sent to USS Taussig (DD 746), you will see a picture of your ship.—Ed.

The Bureau Needs to Know

SIR: Would you please clarify article C-5407(4) of the BuPers Manual? This article directs that one complete, intact copy of an officer's permanent change of station orders be forwarded to the Bureau of Naval Personnel. It states further that such copy shall include all modifications, corrections and endorsements, including final reporting endorsement.

Many commands I've served with require that all disbursing office entries—such as advance travel payments, issuance of TRs, amounts paid for dislocation allowance, etc.—be included. I can't see why this is required.

It takes a lot of manpower hours just to type these entries. The original copy of each officer's orders contains the disbursing entries. So does his pay record. Furthermore, a copy of the disbursing voucher on payment goes to the Navy Finance Center in Cleveland. Why to the Bureau?—R.F.D., YNC, USN.

• For the answer, as is the ALL HANDS custom, we asked the Bureau official who knows about it. In this case, it just so happens the cognizant officer is an LDO (Admin.) who knows through practical experience exactly what you're talking about. Many's the hour, says LT F. S. Paine, Jr., that he's spent typing up disbursing entries on change of duty orders—and hating every minute of it. You have LT Paine's sympathy, and an explanation.

At the Bureau, a running account of each active duty Navyman—officer and enlisted—is maintained in individual records. This file, of course, is in addition to the well-known service record you

carry from duty station to duty station. Each time you are transferred, ship over, receive a citation (good or bad), advance in grade, or are involved in just about anything that's worthy of notation, your command sends a copy to the Bureau.

An obvious reason for this is precaution. There's always a possibility your Fleet record could be lost in the course of travel. Many records are lost each year (misplaced at home, left in a seabag that disappears, etc.). Thanks to your Bureau record, which contains the same information, a new Fleet record can be made with no doubt about your all-important pay entry base date and duty qualifications and the myriad of facts and figures that go into your detailed service history.

It's true, as you say, that disbursing entries are recorded elsewhere. But, if a man is going to lose his service record, chances are good he'll lose his pay record along with it. The two, as you know, are both usually stowed in the familiar brown envelope you carry with you to your new duty station. And the original orders that you say contain disbursing notations could be lost just as easily. You normally carry those, too.

When you file a claim for underpayment, re-evaluation of bonus entitlement, mileage payment, etc., the Bureau needs quick reference to your pay history if your claim is to receive prompt processing. With your "second record" on hand, all the disbursing information that's necessary is at the fingertips of Bureau personnel.

Your Bureau record is the focal point of information about you. It's good policy, experience has shown, to have this information—including what you have or haven't been paid—in one nice, neat, tidy package.—Ed.

Medal of Honor

SIR: I have been trying to learn what benefits are legally due to those who wear the Navy Medal of Honor.

I understand they are entitled to the salute of officers, extra pay and several other benefits and courtesies.

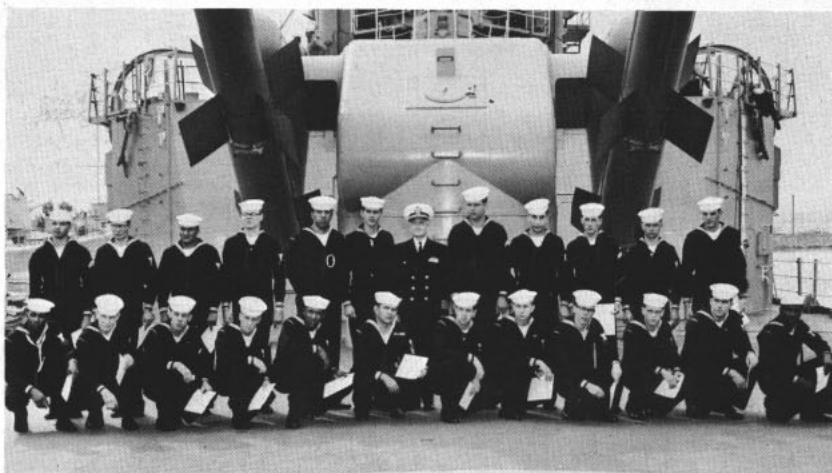
I would also like to know how many Medals of Honor were awarded during the first and second world wars and the Korean action.—A. G. C., YN2, USN.

• A total of 28 Navy Medal of Honor awards were given for action in World War I, and 138 Navy Medals of Honor for World War II. Forty-nine more were awarded for the Korean conflict.

The medal was authorized in 1861 and has been awarded a total of 966 times to members of the armed services.

Recipients of the Navy Medal of Honor are awarded a flight card which entitles them to fly free on armed forces aircraft within the continental limits of the United States.

This may not seem like such great shakes because space available travel privileges are customarily granted on



A GOOD GROUP — The CO of USS Oklahoma City (CLG 5) poses with the members of his crew to whom he presented good conduct awards.

board military aircraft to active duty personnel. However, the Navy Medal of Honor wearer has priority because he is entitled (by Secretary of Defense regulation) to be on the plane if space is available and is not just hitching a ride.

The card is especially handy after he leaves active duty, since only members retired with pay are normally entitled to these travel privileges.

When an enlisted MOH recipient transfers to the Fleet Reserve, he is entitled to an additional 10 per cent in his retainer pay.

Also, those who are awarded the Navy Medal of Honor for combat action are eligible to receive a tax-free pension of \$100.00 per month for life when they reach age 50, even when still on active duty, and their sons, if qualified, are privileged to enter military academies regardless of quota vacancies.

Now we come to the old chestnut concerning officers saluting Medal of Honor winners.

We have said it before and we'll

probably (sigh) say it again. The regulations governing saluting Medal of Honor winners are the same as the regulations for saluting those who do not wear the medal.

It is possible the idea that everyone must snap to attention when a Navy Medal of Honor wearer makes his appearance, may have sprung from the old Army ceremonies of honoring their Medal of Honor winners with a regimental or brigade parade.

During the parade, the recipient of the award stood beside the officer receiving the "pass in review" and, with the officer, returned the salutes of the company or unit commanders as they passed.

The idea might also have been started in connection with General George Washington's 1782 order concerning personnel wearing the Purple Heart Medal.

The order authorized recipients of the Purple Heart "to pass all guards and sentinels which officers are permitted to do." — Ed.

PLENTY OF PUNCH — Guided missile cruiser USS Topeka (CLG 8) has a lot of fire power on deck. She's flagship of Cruiser Destroyer Flotilla Three.



Tropical White Shirt

SIR: After considerable discussion by both the petty officer leadership council and the leadership board at this station, it was decided to write ALL HANDS, requesting comment on this question: What is the position of BuPers concerning the omission of the white shirt from the tropical uniform for enlisted personnel below CPO?

We are interested in informing all hands at this station of the Bureau's intent on the matter.—C.W., CWO, USN.

• A change is forthcoming.

The permanent Naval Uniform Board recommended at its last meeting that the tropical white shirt be designated as a part of the tropical white uniform for enlisted men below CPO. It also designated knee-length white socks to replace the regular black socks in the tropical white uniform.

These recommendations have been approved by the Secretary of the Navy and will be promulgated as a change to the "Uniform Regs" in the near future. Because of the optional status of the tropical uniform, particularly the tropical white shirt, this change was delayed until it was decided that the tropical white shirt would become a part of the required items of uniform, effective 1 Jul 1963.—Ed.

The Correct Answer

SIR: I participated in the last Fleet-wide exam for proficiency pay. One of the questions asked me to indicate which of four enlisted rating abbreviations was correct (Pro-pay exam for DK2, Series 32). I had studied the officer and enlisted rank and rate abbreviations very thoroughly, and could tell at once that two of the four choices were correct. At the time the exam was prepared only one of the choices was correct but, due to a recent change in the enlisted rating structure, one of the other choices had also become correct.

SALTY SEATS — Carriermen on board USS Independence (CVA 62) ride highline in nautical style during the carrier's cruise in Caribbean waters.



Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• **Submarine Veterans of World War II**—A reunion is scheduled for 14, 15, and 16 June in Albion, Mich., for all Michigan state submarine veterans of World War II. For details, write to J. E. Lewis, 506 Burr Oak St., Albion, Mich.

• **Naval Aviation Cadet Class 45/53**—A reunion is planned for all who were attached to NavCad Class 45/53. For information, please write David A. Nelson, 10900 Chowen Avenue South, Minneapolis 31, Minn.

In the case mentioned above, which answer is considered correct for exam purposes? I have had similar experiences in the past with other Fleet-wide exams, and am curious about the procedure involved in scoring questions with more than one right answer.—D.J.O., DK2, USN.

• **In the scoring of advancement and pro-pay exams**, it is necessary that the most recently distributed official information be considered by the Naval Examining Center to insure that the scoring key is correct.

Where more than one choice may be correct, the Examining Center either throws out the entire question or accepts either of the two or more possible correct answers. In all cases, the decision is based on insuring that equality is extended to all examinees.—Ed.

Change in Seavey Tested

SIR: In a recent issue of an unofficial Navy publication, an article appeared outlining a revised Seavey system in which orders to shore duty would be issued on a quarterly basis instead of the present once a year method. The article further stated that this system would be placed into effect in the near future.

I have not seen or heard anything about this proposal. Could you advise me of the present status of this proposed change?—R. J. P., YNC, USN.

• **The plan to conduct the sea duty survey three times a year (not quarterly) for the entire Navy** was developed as a result of a recommendation of the 1962 BuPers Enlisted Personnel Conference held at Bainbridge, Maryland, in March 1962 among BuPers, Fleet and EPDO representatives. The recommendation was to divide the Seavey into smaller increments so that the individual, his sea duty command, and the EPDO could have firmer planning information as to when in the Seavey year the man could expect orders. One method of accomplishing this aim is now being done as a test, using the aviation ratings in Segment 3-62. For these personnel, the EPDO has told BuPers the month of the Seavey year in which transfer to shore duty is desirable and the BuPers distributor is attempting to meet that transfer date.

At the present time, this method appears too unwieldy to apply Navywide, but further evaluation is required before a decision can be reached as to which method would be best.

In summary, the attitude in regard to the proposed change is caution and the earliest date of any change would probably be in 1964.—Ed.

Service Craft Billets

SIR: For more than three years, I have been seeking assignment to a billet in yard and district craft either in the United States or overseas.

I have sent a formal request via the chain of command to EPDOPAC and had it returned approved with the notation that my name had been placed on the waiting list.

This is the most satisfaction I have received. Most of the other information I have received has been contradictory, so I am prevailing upon you to clarify the following points for me.

First. Who controls assignment of personnel to service craft billets and is such duty considered sea or shore duty—or is it in some special category?

Next. If there is a waiting list for these billets, on what basis are men selected from it? On the priority of their request, their seniority, sea duty base date, or are they selected at random?

Finally. Is it necessary for a man to

have a Craftmaster's NEC (BM 0162) before being selected for such duty and, if so, how does one get this NEC without being assigned to service craft? To the best of my knowledge, there is no school for training in this field.

I am sincerely interested in an assignment of this nature and have been led to believe there is a considerable need for Craftmasters in the Navy.

Any information you can supply will be greatly appreciated. — B. A., BM1, USN.

• Possibly the reason for the confusion is that the billet you seek could be controlled either by EPDOPAC, EPDOLANT or by this Bureau. What applies to billets controlled by EPDOPAC and EPDOLANT, does not necessarily apply to billets controlled by the Bureau.

We'll take your inquiry and answer it point by point.

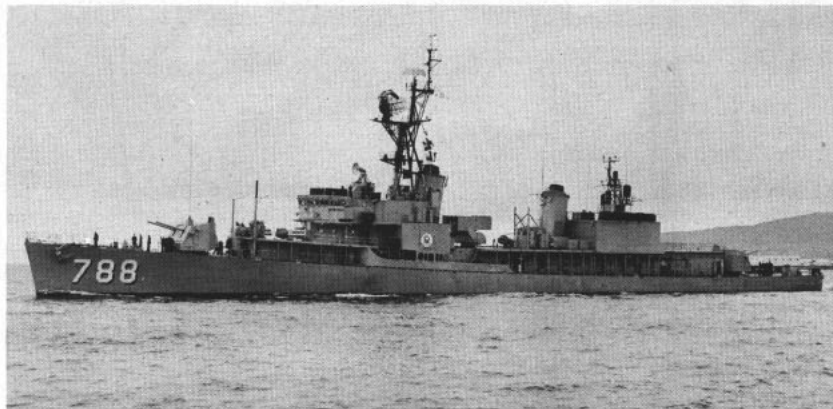
First. EPDOPAC, to which you applied, controls assignment to yard and district craft billets overseas, Pacific. The Bureau controls continental commissioned vessels.

Although you seem interested principally in either Pacific or in the United States, for the sake of information, EPDOLANT controls overseas assignment, Atlantic.

This duty is considered sea duty unless it is performed in the Eleventh Naval District, where it is considered shore duty and gets its men from Seavey.

Next. There is no waiting list for BuPers-controlled billets and personnel are usually selected at random from Shorey. However, if there is a billet available at the time a request is received from an individual on sea duty, he will be considered for assignment.

Finally. It isn't necessary to have a Craftmaster's NEC (BM 0162). There are some billets for BM1s who have no



SHIP SHAPE — Pacific Fleet greyhound, USS Hollister (DD 788), packing the latest in antisubmarine warfare gear, returns from operations at sea.

NEC requirements. We might add, however, that there is, at present, a particular need for 0162s for duty in COMONE, COMFOUR and COMFIVE.

You are correct in your assumption that there is no formal training for Craftmasters. The Navy acquires them through on-the-job training of men who are assigned to yard and district craft billets having no NEC requirements.

Since you have already applied to EPDOPAC, you may wish to request a Bureau-controlled billet. For this you should not be on Seavey and, normally, you should have served two years in your present command and have at least 12 months of obligated service. — Ed.

A Tender Subject

SIR: Your splendid publication dealt us "Able Auxiliaries" a body blow. I refer to page 32 of the October 1962 issue and the caption under AS (Submarine tender) which states we provide "limited supplies to subs." Forsooth!

I'm sure others will voice their dis-

agreement, but we in USS Nereus (AS 17) are especially chagrined. We not only have the repair functions of ARs and ADs, but we're the subs' first port of call for all their needs. We're the sugar daddy for all their requirements, including pay, provisions, laundry, ship's store, clothing and small stores, cobbler, tailor, fountain, hardware, and accounting. If the 65,000 items we carry just to meet their requirements won't fill the bill, then we're the guys who see that the right man on the beach is notified and they get what they want when they want it.

When it comes to supply support for submarines we're about as "limited" as USS Tuscarora, so colorfully described on page 24 of the same edition.—E. C. Oldfield, Jr., CDR, SC, USN.

• Thanks for setting us straight, Commander. It sounds as if sub tenders are almost as invincible as Tuscarora, but watch out for the straw bottom.

Seriously though, we're always happy to hear from a Navyman with pride in his ship.—Ed.

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A REPORT

THE HEART OF TODAY'S nuclear Navy is a highly complicated unit known as the nuclear reactor, which encloses all the equipment and material necessary to produce and control the process of nuclear fission. Each nuclear-powered ship has at least one nuclear reactor. Exactly how they work is classified. What they have done, however, is obvious.

- Nuclear-powered ships have almost unlimited steaming endurance at high speed.

- Nuclear propulsion does away with funnels, making room for big, powerful radar.

- Power is available upon command. It is not necessary to order "more boilers on the line" a half-hour before full power is desired. Heat is produced in the nuclear reactor and turned into steam and power with little delay. Reduction from full power to one-third or stop is equally responsive.

As nuclear navies go, the United States atomic fleet is big. On 4 Jan 1963, 31 nuclear-powered ships were in commissioned service.

The largest member of the nuclear-powered family is *uss Enterprise* (CVAN 65), the world's only nuclear-powered aircraft carrier.

ENTERPRISE was commissioned in November 1961. She is approxi-

USS SCULPIN (SSN 590) heads out.



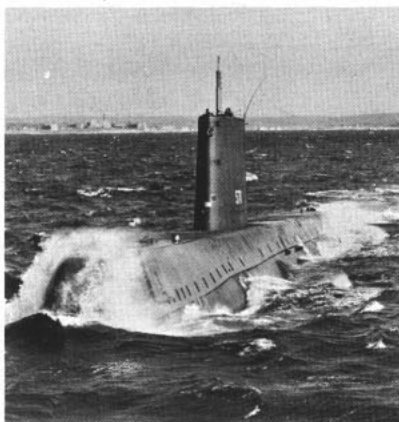
ON NAVY'S NUCLEAR FLEET

mately 1100 feet in length and 252 feet across the widest portion of her broad flight deck. Her full-load displacement is 86,100 tons. With her eight nuclear reactors, *Enterprise* can steam for years without refueling. Her cruising range is equivalent to many trips around the world.

The punch that *Enterprise* carries is comprised of 100 aircraft of various attack and fighter design.

The nuclear-powered guided missile cruiser *Long Beach* (CGN 9) was the first U. S. ship designed and constructed as a cruiser since the end of World War II. *Long Beach*, commissioned in September 1961, was one of the first surface ships to be armed with a main battery of guided missiles. She was also the first nuclear-powered surface fighting ship in the world.

Long Beach is fitted with a variety of missiles that can be used offensively or defensively against aircraft, surface or sub-surface units, or other missiles. Her design provides for an eight-missile *Polaris* surface-to-surface launcher which may be installed at some future date. The *Long Beach* vital statistics are as follows: Displacement, 14,000 tons (standard); length, 721 feet; beam, 73 feet; draft, 26 feet. *Long Beach* has two nuclear reactors for power. She operates with the Atlantic Fleet.



PIONEER—USS *Nautilus* (SSN 571) was the first nuclear-powered ship.

THE ONLY NUCLEAR-POWERED destroyer type ship is *Bainbridge* (DLGN 25). *Bainbridge* is officially listed as a nuclear-powered guided missile frigate. She was commissioned in October 1962, and now operates out of Charleston, S. C., with the Atlantic Fleet.

The guided missiles the DLGN carries consist of advanced *Terrier* surface-to-air missiles which can be fired from twin launchers mounted fore and aft. She also carries anti-submarine weapons and conventional 3-inch/50-caliber guns. Other statistics: Complement, 450 men; displacement, 6500 tons (standard); length, 564 feet; beam, 57

feet. *Bainbridge* is powered by two nuclear reactors.

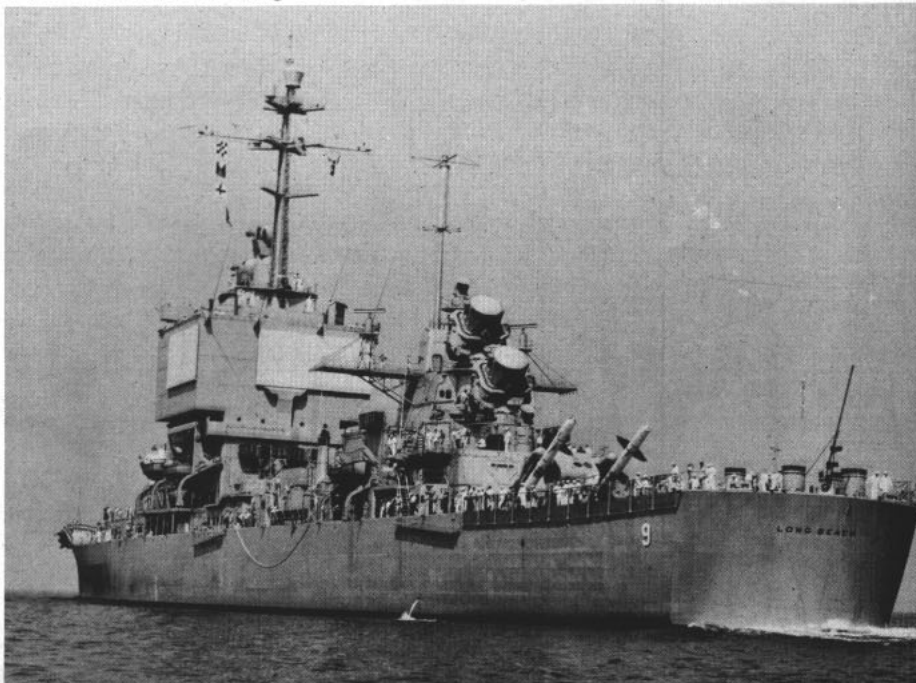
THE WORLD'S PIONEER nuclear-powered ship is *USS Nautilus* (SSN 571), commissioned in September 1954. *Nautilus* is 320 feet in length and displaces 3180 tons (std)—standard surface displacement. She is designed to travel faster under water than on the surface. *Nautilus* introduced the bulbous bow for better underwater performance. She refueled for the first time in 1957.

In March 1957, the second atomic sub, *USS Seawolf* (SSN 575), was commissioned. *Seawolf* is larger than *Nautilus*, with a standard surface displacement of 3495 tons and length of 330 feet.

A second generation of SSN was introduced to the Fleet in December 1957, with the commissioning of *USS Skate* (SSN 578). Three other *Skate* class ships are *Swordfish* (SSN 579), *Sargo* (SSN 583) and *Seadragon* (SSN 584), commissioned in September 1958, October 1958, and December 1959, respectively. These four ships have a hull configuration similar to that of *Nautilus* and *Seawolf*, but are smaller, displacing 3282 tons (std) and measuring 268 feet in length.

An antisubmarine submarine is *USS Tullibee* (SSN 597), commissioned in November 1960. *Tullibee's*

ATOMS AWEIGH—Nuclear submen get the word. Rt: USS *Long Beach* was first Navy surface ship with A-power.

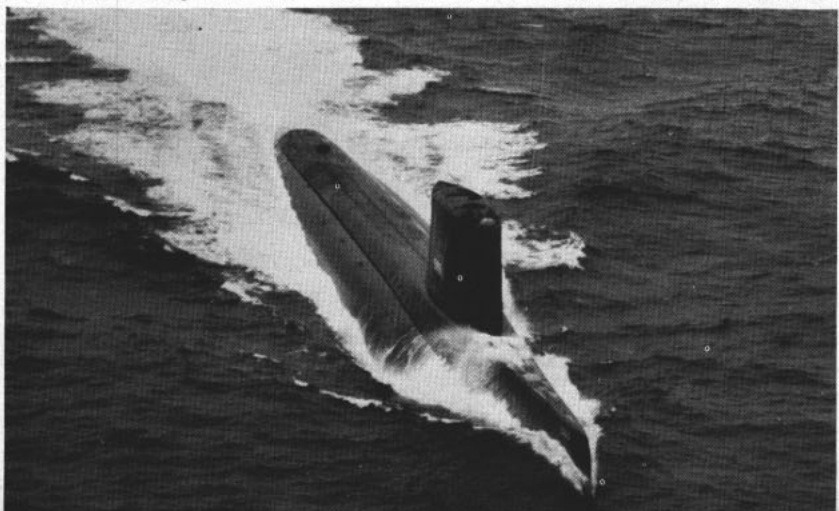




BIG BABY—USS Enterprise (CVAN 65) has eight reactors for go power. Below: Most recent member of the nuclear Surface Fleet is USS Bainbridge.



BIG FISH—King-size sub USS Triton (SSN 586) cruises on surface.



USS SKATE surfaces near North Pole.

standard surface displacement is 2175 tons. She measures 273 feet in length. In this hunter-killer, one of a kind, speed is secondary to maneuverability. Her design is based on the shape of a whale, with a bow configuration of teardrop form and diving planes that project from the sail.

ANOTHER ONE-OF-A-KIND is the cruiser type nuclear sub USS Triton (SSN 586), originally commissioned in November 1959, as a radar picket submarine (SSRN). Triton's standard surface displacement is 5900 tons, her length is 447 feet. She has two nuclear reactors for power, as compared to only one in other submarines. She was designed to serve as an early warning station, then reclassified to SSN in March 1961.

In January 1960, USS Halibut (SSGN 587) was commissioned. The bulky Halibut hull was designed primarily to provide a stable launching platform, rather than for speed or maneuverability. The ship displaces 3655 tons (ssd) and is 350 feet in length.

Six SSNs now in service are of the Skipjack class. These are Skipjack (SSN 585), Sculpin (SSN 590), Scamp (SSN 588), Scorpion (SSN 589), Snook (SSN 592) and Shark (SSN 591). These ships displace 2830 tons (ssd) and are 252 feet in length. Each has one nuclear reactor. Commissioning dates are as follows: Skipjack, April 1959; Shark, February 1961; Scamp and Sculpin, June 1961; Scorpion, July 1961; Snook, November 1961.

ALL HANDS



SKATE CLASS displaces 2382 tons.

The *Skipjack* types also have a streamlined hull based on the shape of a whale with a teardrop nose.

LEAD SHIP IN ANOTHER NEW SSN class is *Thresher* (SSN 593), commissioned in June 1961. *Thresher* has diving planes attached to her sail to improve maneuverability. Her torpedo tubes are set in both sides of the hull amidships instead of in her bow. *Thresher* is reportedly capable of diving deeper and running more quietly at high speed than any other U. S. sub.

SSN 594 was commissioned in mid-1962, with the name *uss Permit*.

uss Plunger (SSN 595), commissioned in November 1962, was originally intended to handle the *Regulus II* guided missile, but was completed as a non-missile type Fleet submarine. *Plunger* displaces 3750 tons (ssd) and measures 279 feet in length.

The 10 SSBNs carry 16 *Polaris* ballistic missiles which can be fired while the subs are submerged. The first to become operational were the five *George Washington* class—*George Washington* (SSBN 598), *Robert E. Lee* (SSBN 601), *Theodore Roosevelt* (SSBN 600), *Patrick Henry* (SSBN 599) and *Abraham Lincoln* (SSBN 602). They were commissioned in December 1959, September 1960, February 1961, April 1960 and March 1961, respectively. These five SSBNs are modified *Skipjacks*, with a 128-foot missile-launching section inserted. They have whale-shaped hulls, displace 5600 tons (ssd), and measure 382 feet in length.

FEBRUARY 1963



POLARIS PEOPLE of USS *George Washington* (SSBN 598) work on launching tube. Below: Missiles rest in forward launchers of USS *Long Beach*.

Larger than the *George Washingtons* are the five *Ethan Allen* class SSBNs, which displace 6900 tons (ssd) and measure 410 feet in length. These are *Ethan Allen* (SSBN 608), commissioned in August 1961; *Sam Houston* (SSBN 609), commissioned in October 1961; *Thomas Edison* (SSBN 610), commissioned in March 1962; *John Marshall* (SSBN 611), commissioned in May 1962; and *Thomas Jefferson* (SSBN 618), commissioned in December 1962. These five ships were specially designed to accommodate *Polaris* missiles.

— Dan Kasperick, JO1, USN



SUB SUB CHASER—USS *Tullibee* (SSN 597) is a submarine hunter.



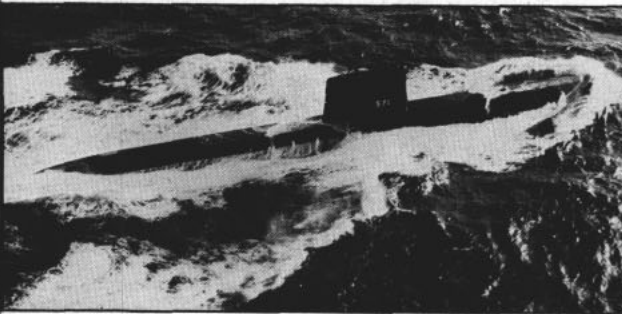
Your Atomic



BAINBRIDGE (DLGN 25)—Commissioned the world's first nuclear-powered guided missile frigate 6 Oct 62, the 564-foot *Bainbridge* has advanced *Terrier* missiles, two reactors, two screws and a cruising range in hundreds of thousands of miles.



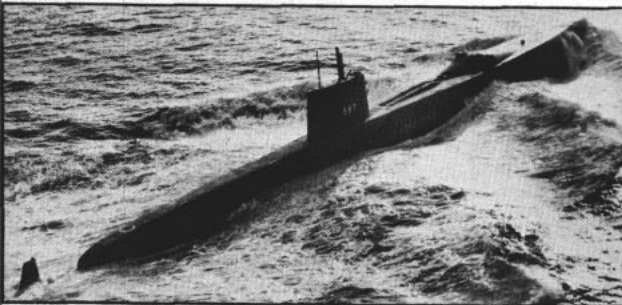
LONG BEACH (CGN 9)—The first atomic surface fighting ship, the 721-foot (nuclear) guided missile cruiser, commissioned 9 Sep 61, has two reactors, two screws. Designed to operate independently, she bears *Terrier* and *Talos* missiles.



NAUTILUS (SSN 571)—World's first nuclear-powered ship, commissioned 30 Sep 54, this submarine has one reactor, two shafts. She flashed the historic "Underway on nuclear power," 17 Jan 55, and was first to sail under Pole, 3 Aug 58.



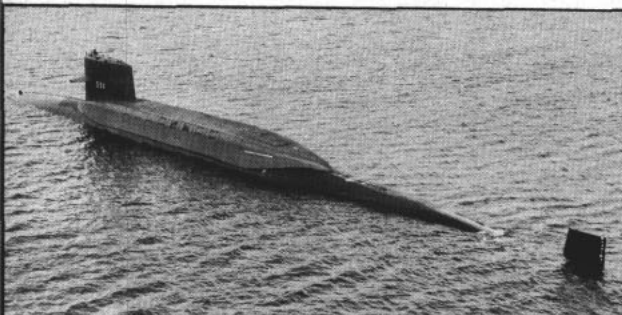
SEAWOLF (SSN 575)—The world's second nuclear-powered submarine, completed 30 Mar 57 and recommissioned 30 Sep 60, this 330-foot sub broke records in 1958 when it remained submerged 60 days, 13,761 miles in the Atlantic.



HALIBUT (SSGN 587)—The Navy's first guided missile nuclear-powered submarine, commissioned 4 Jan 60, this 350-foot sub surface-fires the *Regulus* guided missile, is designed for launching stability rather than speed or maneuverability.



TRITON (SSN 586)—World's largest submarine when commissioned 10 Nov 59, this 447-foot ex-radar picket submarine is only one with two reactors. Designed mainly for surface speed, she circled the globe submerged in 83 days in 1960.

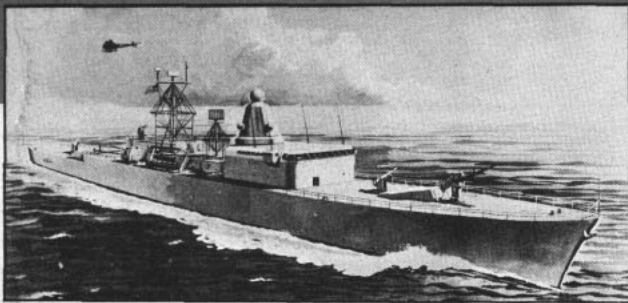


GEORGE WASHINGTON (SSBN 598)—The Navy's first FBM sub, commissioned 30 Dec 59, this 380-foot ship displaces 6700 tons. She flashed historic *Polaris* test message, "From out of the depths to target — perfect," in July '60.



ETHAN ALLEN (SSBN 608)—Commissioned in August '61, this 410-foot FBM sub displaces 8000 tons submerged; is lead ship of its class. First FBM sub designed to fire longer range *Polaris*, it has new hull design to accommodate missiles.

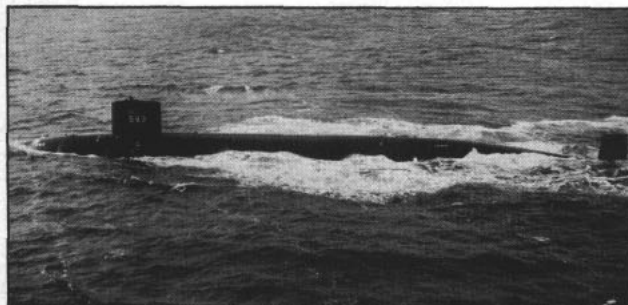
Navy Today



NUCLEAR-POWERED GUIDED MISSILE FRIGATE (DLGN 35)—Authorized under fiscal '62 shipbuilding program, this ship will displace 8000 tons fully loaded and have anti-air capabilities of a whole task force of its predecessors.



SKATE (SSN 578)—First nuclear-powered attack submarine, commissioned 23 Dec 57, *Skate* was second to sail under the Pole, 11 Aug 58; first to surface at Pole, 17 Mar 59. The 268-foot sub can cruise submerged in excess of 20 knots.



THRESHER (SSN 593)—First of its class of attack submarines, the 279-foot *Thresher*, commissioned 30 Jun 61, could dive deeper and run more quietly than any U.S. submarine to that time. Her submerged displacement is 4300 tons.



JOHN MARSHALL (SSBN 611)—Commissioned 24 May 62, this *Ethan Allen* class FBM sub has Blue and Gold crews of 100 which change places every 2 months. She has more firepower than the total expended in W/W II and Korea.



ENTERPRISE (CVAN 65)—The world's longest ship, this nuclear-powered attack aircraft carrier, commissioned November '61, has 8 reactors, can cruise for extended periods, has more firepower from embarked aircraft than W/W II PacFleet.



SKIPJACK (SSN 585)—First of its class, this 252-foot nuclear-powered attack submarine, commissioned 15 Apr 59, has Albacore hull, teardrop nose, diving planes on sail and increased maneuverability. She is the world's fastest sub.

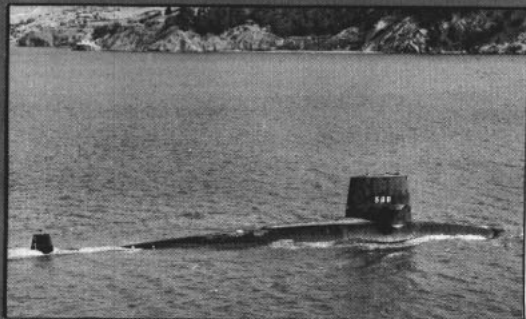


TULLIBEE (SSN 597)—Commissioned the Navy's first small nuclear attack submarine, 9 Nov 60, this 273-foot sub displaces 2600 tons submerged. Designed to locate enemy subs, she carries more detection gear than all W/W II U.S. subs.



ANDREW JACKSON (SSBN 619)—One of the new Lafayette (SSBN 616) class 2500-mile *Polaris* subs (largest ever), launched 15 Sep 62, this 425-footer has over 8000-ton displacement and new compartments—a gym and study hall.

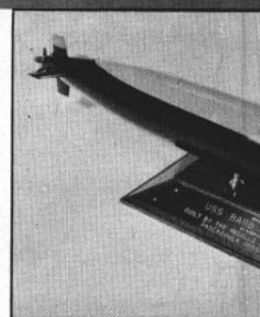
ATOMIC SUBMARINES Continued



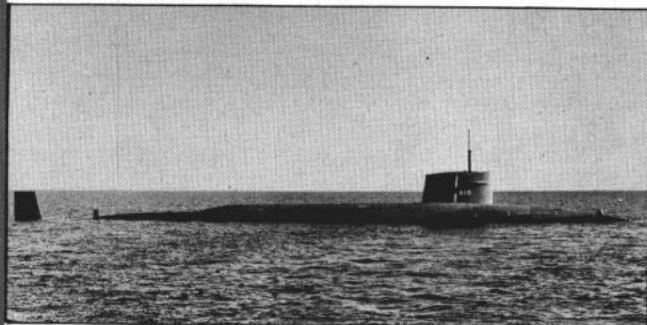
SCAMP (SSN 588)



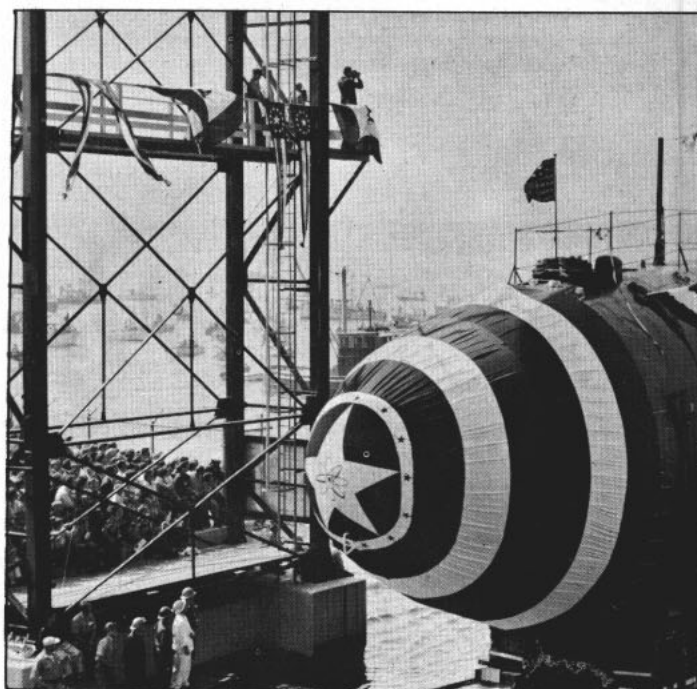
SCORPION (SSN 589)



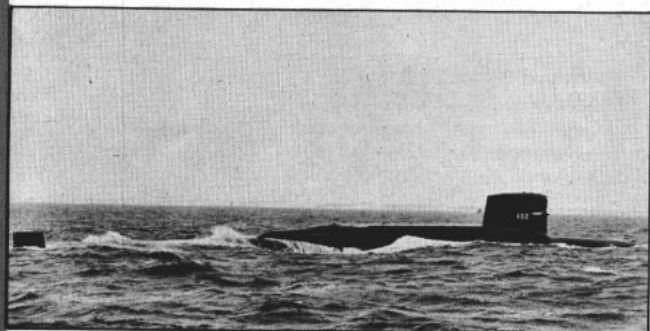
BARB



THOMAS A. EDISON (SSBN 610)



PATRICK HENRY



ABRAHAM LINCOLN (SSBN 602)



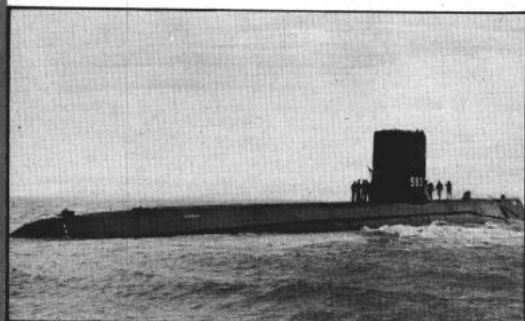
TINOSA (SSN 606)



HADDO (SSN 604)



PERMIT (SSN 594)



SARGO (SSN 583)



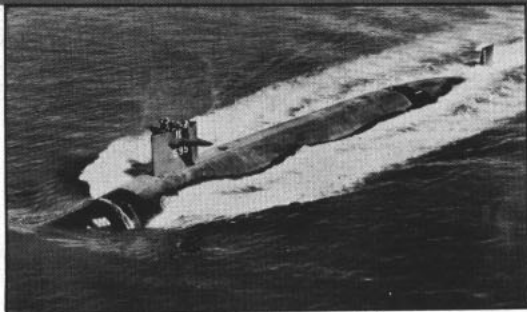
SHARK (SSN 591)



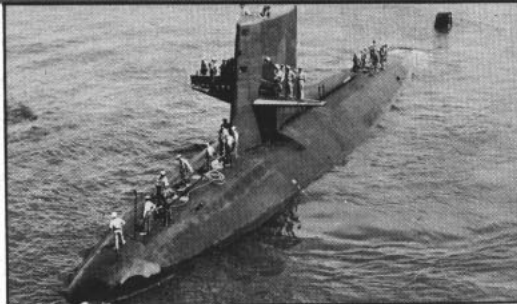
SNOOK (SSN 592)



(SSN 596)



PLUNGER (SSN 595)



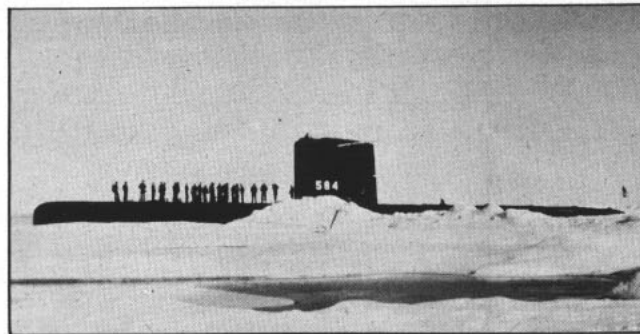
SCULPIN (SSN 590)



(SSN 599)



SWORDFISH (SSN 579)



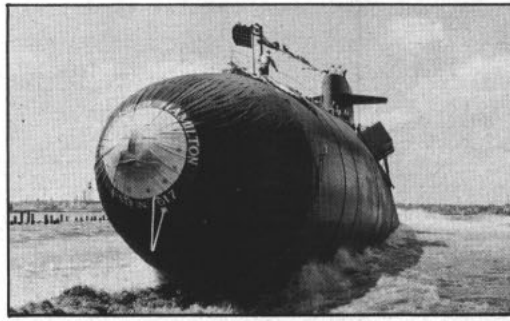
SEADRAGON (SSN 584)



LAFAYETTE (SSBN 616)



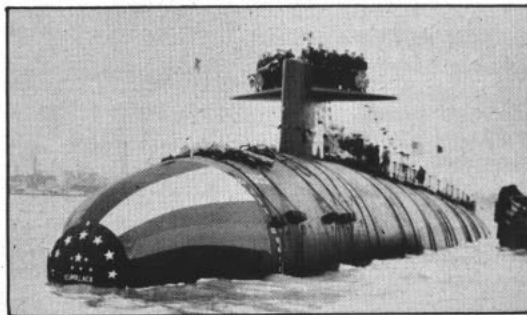
ROBERT E. LEE (SSBN 601)



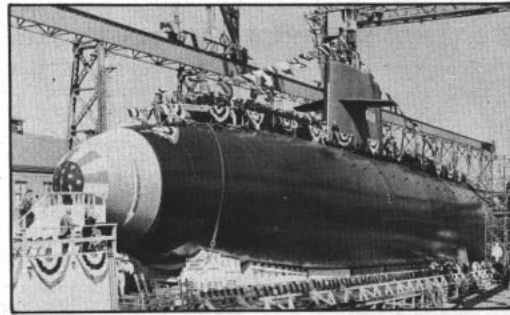
ALEXANDER HAMILTON (SSBN 617)



DACE (SSN 607)



POLLACK (SSN 603)



THEODORE ROOSEVELT (SSBN 600)

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



FLOATING CLASSROOM — YP 655 is one of several patrol craft used in teaching seamanship and navigation at the U. S. Naval Academy.

Caribbean Aviation Command

The Navy has established a new aviation command in the Caribbean.

Effective last December, Commander U. S. Naval Air Bases, 10th Naval District (COMNABTEN), began to exercise military command over the air shore activities within the 10th Naval District.

RADM Allen Smith, Jr., USN, became the first COMNABTEN, with headquarters at San Juan, Puerto Rico. He serves in that capacity in addition to his duties as Commander, Caribbean Sea Frontier; Commandant, Tenth Naval District; and Commander, Antilles Defense Command.

Activities assigned to the command of COMNABTEN are: U. S.

Naval Air Station, Guantanamo Bay, Cuba; U. S. Naval Station, Roosevelt Roads, Puerto Rico; and U. S. Naval Station, Trinidad, West Indies.

Hipelephant at NOTS

In recent months the U. S. Naval Ordnance Test Station range at San Clemente Island, 70 miles west of San Diego, Calif., has been an excavation site of the Los Angeles County Museum. Uncovered, among other things, were fossils of a hippopotamus-type animal the size of an elephant, with short, stubby legs, thick body and large head with tusks.

Paleontological conclusion: The "hipelephant," a species new to science, roamed about the surface of the earth 15 million years ago.

Deep-Diving Sub

A small, deep-diving submarine to be used for experimental purposes, *Dolphin* (AGSS 555), is under construction at Portsmouth, N. H. The keel for the new type submarine was laid in November.

Dolphin will provide engineering data which can be used in future development and design of larger deep-diving combatant submarines. She will be used for advanced weapons evaluation and acoustic and oceanographic research. She also will be used by the operating forces as a medium speed, deep depth target for training purposes.

The 200-foot long *Dolphin* will displace about 1000 tons. Because of emphasis on critical weight reduction, it will be necessary to use lightweight materials such as plastics and aluminum to a greater extent in *Dolphin* than in previously built submarines. Habitability and endurance, along with radar and communications equipment, are being given secondary emphasis.

Commissioning has been scheduled for early 1964.

Washington's Second Birthday

USS *George Washington* (SSBN 598), the Navy's first fleet ballistic missile submarine, has observed her second anniversary of regular Fleet patrol.

She was commissioned 30 Dec 1959. On 20 Jul 1960, she made the first undersea *Polaris* missile launch from a submarine. Approximately three hours later, she followed with a second submerged firing.

Additional tests proved that *George Washington* was ready, and she and her 16 *Polaris* missiles were placed on regular patrol.

Since *George Washington*, eight additional fleet ballistic missile submarines have been commissioned. Five other *Polaris* submarines have been launched and under the present building program others will continue to go down the ways at the approximate rate of one per month until a total of 41 FBM subs are operating with the Fleet.

YESTERDAY'S NAVY



On 1 Feb 1941 the United States Fleet was reorganized. The old Atlantic and Pacific Fleets were revived. Asiatic Fleet remained unchanged. On 1 Feb 1942 two U. S. carrier task forces and a bombardment group attacked islands in the Marshalls and Gilberts. On 1 Feb 1944 the command, Amphibious Forces, Pacific Fleet, was established. On 2 Feb 1944 the islands of Roi and Namur in the Marshalls were secured. On 7 Feb 1944 Kwajalein Atoll was declared secured. On 20 Feb 1942 USS *Swordfish* (SS 193) evacuated President Quezon and other Philippine officials from Luzon.

Amphibious Assault Ships

Amphibious assault ships (LPH) are named for battles or operations in which Marine Corps forces made history. The name to be assigned to LPH 9 is *Guam*.

Like other LPHs, she is designed to embark, transport and land troops and their equipment by helicopters, in the concept developed by the Marine Corps called vertical envelopment.

Guam will be the fourth amphibious assault ship to be built as such from the keel up. Two others, *uss Iwo Jima* (LPH 2) and *uss Okinawa* (LPH 3), are operating with the Atlantic Fleet. *Guadalcanal* (LPH 7) is still under construction at Philadelphia, Pa.

Guam's keel was laid last November. She is designed to carry 2000 assault troops in addition to a crew of 900.

She can carry either 20 large CH-37C amphibious transport helicopters or 30 light UH-34D *Seahorse* helicopters.

Three converted *Essex* (CV) classes and one converted escort carrier (CVE) are in commission: *uss Boxer* (LPH 4), former CV 21, is operating with the Atlantic Fleet; *uss Princeton* (LPH 5), former CV 37, Pacific Fleet; *uss Thetis Bay* (LPH 6), former CVE 90, Atlantic Fleet; and *uss Valley Forge* (LPH 8), former CV 45, Pacific Fleet. (The designation LPH 1 was assigned to *Block Island* (former CVE 6), but the conversion was canceled.)

Guam is scheduled for launching in February 1964.

DDG Named for Marine Hero

The guided missile destroyer *uss Berkeley* (DDG 15) was commissioned in mid-December at the U. S. Naval Base, Philadelphia, Pa.

A *Charles F. Adams* class DDG, *Berkeley* is named in honor of the late MGEN Randolph C. Berkeley, USMC, a 40-year Marine who won the Medal of Honor at Vera Cruz in 1914.

Four hundred and thirty-seven feet long, and displacing 4500 tons fully loaded, *Berkeley* carries both the *Tartar* surface-to-air guided missile and *Asroc*, plus antisubmarine torpedoes and two 5-inch/54 rapid fire guns.

She is scheduled to join the Pacific Fleet early in 1963, and will be homeported at Long Beach, Calif.



BACK AGAIN — HHMS Navarion of the Greek navy enters familiar waters of San Francisco harbor where she formerly sailed as USS Brown (DD 546).

DDs Loaned to Hellenic Navy

The Royal Hellenic Navy destroyers HHMS *Thyella* and *Navarion* were in familiar waters when they steamed under the Golden Gate bridge for a visit to San Francisco last October. For nearly 20 years the former Pacific Fleet destroyers had operated in and out of west coast ports under the names *uss Bradford* (DD 545) and *uss Brown* (DD 546). The destroyers were transferred on loan to the Royal Hellenic Navy last year under provisions of

the U. S. Military Assistance Program.

Both are *Fletcher* class destroyers measuring 376 feet in length and displacing 2100 tons (standard displacement). Both were constructed in San Pedro, Calif., and commissioned in the summer of 1943. And, the two DDs have been constant steaming companions since World War II, a togetherness of sorts that over the years resulted in friendly competition between the crews and has carried over to the Greek navy-men who now man the two destroyers.



FRIENDLY NOTE — Members of the 12th N.D. ET School Band entertain destroyer men of the Royal Hellenic Navy visiting San Francisco, Calif.



LEG WORK—Hydrofoil seaplane takes off on successful run during experiments conducted by Navy with a Coast Guard JRF-5 seaplane.

Learning More about the Ocean

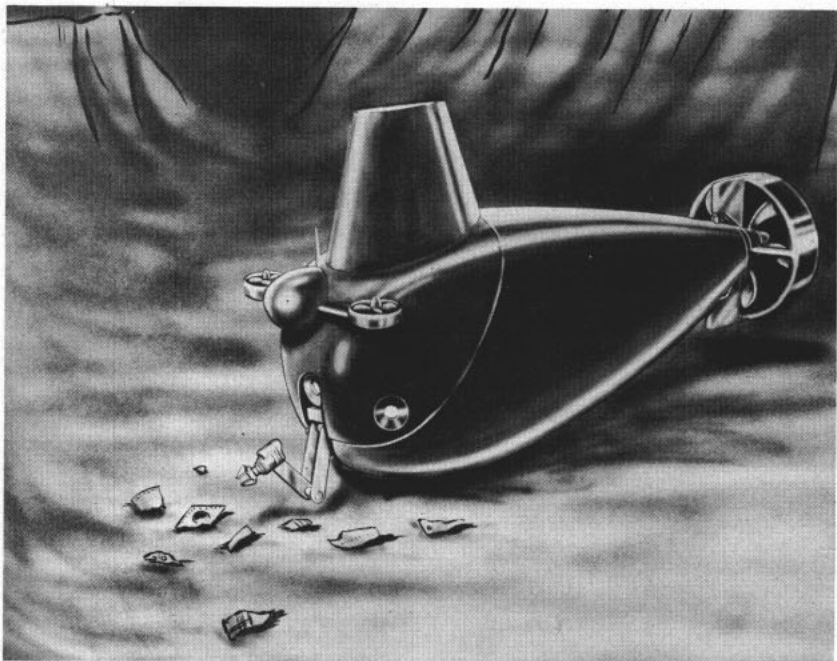
The Navy has awarded two multi-million dollar research contracts dealing with marine physics and underwater ordnance.

One, granted by the Office of Naval Research to the University of California, is a continuation of an already four-year-old program of research into marine physics. Overall aim of the program is to investigate the "generation, propagation and detection of energy" in the ocean and, where appropriate, to bring the results of these investigations to bear on Navy problems.

Principal areas which will be re-

searched under this current phase of the contract, to be administered by UCal's Institution of Oceanography at San Diego, include sound transmission in the ocean; characteristics of the ocean floor; geomagnetism; physical characteristics of the ocean; acoustic equipment for antisubmarine warfare, and vehicles or equipment for oceanographic research.

The second contract was awarded by the Bureau of Naval Weapons to the University of Washington, Seattle, Wash., for continued research and development in the field of underwater ordnance. Work will be performed by the university in Seattle.



OUT OF THIS WORLD—Drawing shows two-man undersea research craft being built for the Navy. It will be homeported aboard oceanographic ships.

Orion, ASW Patrol Bomber

The Atlantic Fleet's Operational Test and Evaluation Force and the Norfolk, Va.-based Air Development Squadron One have been checking out a fitted, flying version of the new P-3A Orion antisubmarine patrol aircraft. The plane, known to airdales as the P3V-1 before the aircraft redesignations of last December (*ALL HANDS*, January 1963), was having her ASW weapons system evaluated on the East Coast, with on-the-job training flights taking her as far as Hawaii (approximately 5000 miles from Norfolk).

In early December the Orion was flown from Norfolk to NAS Barber's Point, Hawaii, via NAS North Island, Calif., by 11 AIRDEVRON One crewmen and seven T & E Force officers (including RADM Charles K. Bergin, USN, Force Commander). For three days the plane played catch-me kill-me with Pacific Fleet submarines, after which she was flown non-stop back to Norfolk (in 11 hours and 50 minutes) for a thorough check of her navigational system.

DD Chalks Up 19 Years

Navymen on board *uss Allen M. Sumner* (DD 692) celebrated their ship's nineteenth birthday on the 26th of January. They claim she is the oldest continuously active destroyer in the United States Fleet.

Sumner wears nine campaign ribbons on her bridge with battle stars on her Pacific Theater and Korean Service ribbons.

She is the mother of the *Sumner* class destroyers built in 1944 to combat the Japanese *Terutsuki* class destroyers.

During the Second Battle of Leyte in 1944, *Sumner* destroyed six enemy planes and two enemy ships, including a *Terutsuki* destroyer.

Sumner is now operating with the Second Fleet and is homeported at Mayport, Fla.

She completed her FRAM II conversion last December, which will probably ensure the continued presence of DD 692 for several more years.

Editor's Note: Destroyermen who are about to pen a big ha-ha to *Sumner's* claim—for example, on the basis that *uss Fletcher* (DD 445) was commissioned on 30 Jun 1942—would do well to reread the words "continuously active" in the second sentence.

uss Fletcher was out of commis-

sion from 15 Jan 47 to 3 Oct 49 which takes her out of the continuously active class.

Isle Royale Returns to Duty

"Ready to tend ships."

It was, at first glance, a routine Navy message. Sent recently from the Long Beach-based destroyer tender *USS Isle Royale* (AD 29) to the destroyer *USS Maddox* (DD 731), it notified that veteran CRUESPAC tin-can to come alongside for availability.

It could have been routine—but it wasn't. That brief message signaled the end of nearly 17 years of waiting for a 17,000-tons-plus mother hen which has known the frustration of sitting on an empty nest since early 1946. *Isle Royale*, at long last, was getting a chance to do the job she had been built to do.

AD 29's long odyssey of inactivity began with her original commissioning in March 1946. She was spanking new and hot to tend—but World War II was over, and the Navy didn't need as many destroyer tenders any more. For *Isle Royale*, as for many another Navy ship at that time, it was into inactive reserve status and mothballs—her brief history ended before it ever got started.

So the years went by, while *Isle Royale* just sat. Most of that time she just sat at Long Beach, but some years back she did get a chance to get her skirts wet—if only for a few hours. They hooked her onto a fleet tug and towed her to San Diego—but there too she just sat, wrapped up in her whitish-gray cocoons.

Then, in January 1962, there commenced a year exciting enough, after all that peace and quiet, to give the old girl palpitations of the diesel. The Navy had decided to replace the veteran tender *Hamul* (AD 20)—and *Isle Royale* was ticketed to fill the bill.

A towing crew from *Hamul* moved aboard her, and prepared her for the trip back to Long Beach. Then, for the next several months, *Hamul* crewmen swarmed over her from stem to stern, removing some of her old machinery and other outdated items, installing new machinery, and preparing her living spaces for the day when her entire new crew would move aboard. That day came in early June, when *Hamul* was decommissioned and *Isle Royale* became a commissioned Navy ship once again.

It wasn't the end of the excitement in store for *Isle Royale*, though.



COOL COMMAND—Deep Freeze Navymen stand formation in —33 degree weather as RADM James A. Reedy assumes command of the South Pole TF.

Isle Royale immediately moved into the Long Beach Naval Shipyard, where, during the following four months, shipyard workers gave her a two-million-dollar face lifting that would fit her to care for today's modern destroyers.

Next came an intensive four-week shakedown/refresher training period under the auspices of the Fleet Training Group, San Diego. Then it was back to Long Beach—and it was there, on 7 Dec 1962 (a singularly appropriate date) that *Isle Royale* proudly flashed the message she had been waiting so long to send.

Norfolk's Supply Center

The legend, "Service to the Fleet," painted in huge letters across each end of the Naval Supply Center's headquarters at Norfolk, Va., had a real meaning for those ships taking part in the quarantine of Cuba.

The Naval Supply Center was the primary supply activity involved in keeping the ships of the quarantine supplied with everything from food to fuel to ships' equipment repair parts.

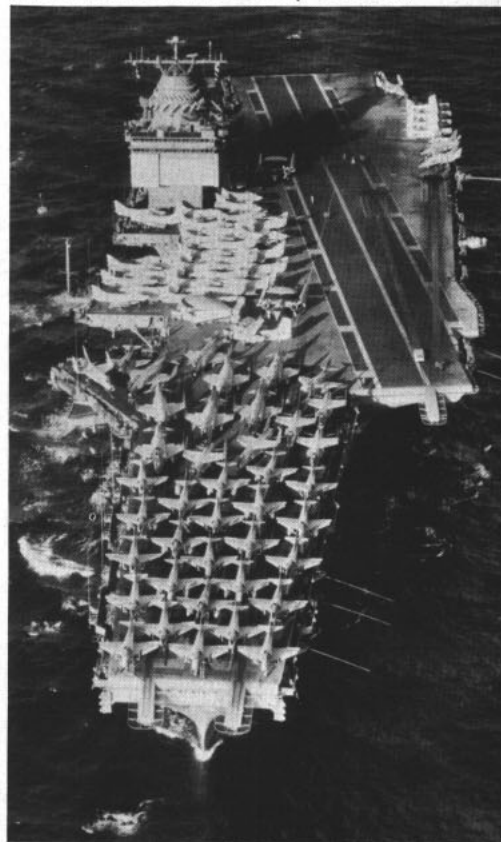
Before the quarantine, slightly more than 12,000 items were issued each day. During the quarantine, the number of these issues climbed to an average of more than 17,000, and on some days more than 20,000 issues were made.

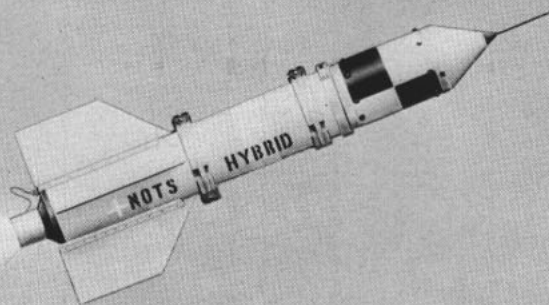
Simultaneously, the Supply Center had a 178 per cent increase in hotline issues, those for which delivery is required in a matter of a few hours.

On the Supply Center's piers, where supply ships are loaded be-

fore replenishing Navy ships at sea, the workload was up 52 per cent over the previous year's average. Almost six million cubic feet of goods were loaded out during October. Of this, food alone accounted for a daily average of 133,000 cubic feet.

DECKED OUT—Nuclear powered *USS Enterprise* (CVAN 65) cruises Atlantic with aircraft lined up on deck.





TESTING—Navy's new type of propulsion system (Hybrid) for rockets makes a test run. It uses a combination of both solid and liquid fuels.

Sherman and Sherman Meet

In Naples, Italy, crew members of the Sixth Fleet's *uss Forrest Sherman* (DD 931) and students of the Forrest Sherman dependents school have exchanged visits. The school, administered by the Naval Support Activity in Naples, was established in November 1951 for children of U. S. military and civilian workers assigned to NATO. The destroyer was commissioned in November 1955.

Forrest Sherman students toured the DD and participated in a cake-cutting ceremony. Representatives of the ship then visited the school and presented a student body assembly

with a bronze bust of the late Admiral Sherman, onetime Chief of Naval Operations (November 1949 to July 1951), after whom both school and ship were named.

Boston Sends Gifts via Boston

The men of *uss Boston* (CAG 1) were the instruments of spreading good will from the people of Boston, Mass., to the people of the Mediterranean area during their ship's deployment with CRUDESFLT 10.

In Salonica, Greece, *Boston's* sailors presented a gift of hospital beds, blankets, bed tables, a steam sterilizer, surgical instruments and stainless steel equipment—made available

through the generosity of five hospitals in Boston.

Before her return to homeport in March, *Boston* will also have presented similar gifts to other hospitals in the Mediterranean area on behalf of the gifts' donors as a part of her People-to-People program.

Henry Clay Launched

The Fleet ballistic missile submarine *Henry Clay* (SSBN 625) was launched in November at Newport News, Va.

The *Polaris*-firing submarine is named for the Kentucky statesman who served a long career in the U. S. House of Representatives and Senate. He died in 1852.

The keel of the *Lafayette*-class submarine *Clay* was laid 23 Oct 1961. She is 425 feet long, has a 27-foot, nine-inch beam, and will displace 7250 tons.

Two PT Boats Activated

Two Navy patrol torpedo boats, *PT 810* and *PT 811*, were reactivated in December and assigned to the Atlantic Fleet Amphibious Force. Redesignated *PTF 1* and *PTF 2* (for patrol torpedo boat, fast), they are based at Little Creek, Va., for special operations with the Navy's Sea-Air-Land (SEAL) teams.

SEAL teams conduct unconventional and paramilitary operations and train men for allied nations in their techniques.

The two PT boats had their tor-

The Three Faces of Clamagore

Times and underseas tactics have changed radically over the past 17 years—and so, naturally, have submarines.

Take *uss Clamagore*, for example. The men who designed, built and first served in *Clamagore* back in 1945 would hardly recognize her today, were it not for the telltale number 343 painted on her sail.

When first launched *Clamagore* cast a typical World War II-style submarine silhouette, easily distinguishable by the deck guns mounted fore and aft of the bridge, and a clipper bow. Then in 1948, she got her first face lifting. At the U. S. Naval Shipyard, Philadelphia, she was modified into a Guppy II-type, complete with the then newly developed snorkel system.

Fourteen years and a lot of water over the bridge later, still more change was indicated. As one of the old-style submarines selected for conversion under the FRAM (Fleet Rehabilitation and Modernization) program, *Clamagore* was drydocked at the Naval Shipyard, Charleston, S. C.

During her five-month stay at NSY Charleston, *Clamagore* was cut completely in two, and a brand-new section was inserted amidships. Some results: She grew 15 feet in length and gained some 55 tons in weight in adding the space necessary to house the modern equipment (including advanced electronic and communications systems) and new weapons available to today's submarines. There's increased

habitability (living space) too, plus added fuel capacity. In addition, when equipment was placed back aboard following the overhaul, it was done according to the "human engineering" concept—in other words, so located as to be most easily accessible to the operators who use it.

Recommissioned as a Guppy III in mid-October, SS 343 is now back in service, fit and ready to provide more years of efficient service to the Fleet. She's scheduled to leave Charleston's "Swamp Fox" Squadron early next summer to join SUBRON TWO homeported at New London, Conn.

For more on *Clamagore*, and its name, see the January 1963 issue of *ALL HANDS*, page 30.

pedo tubes removed during overhaul, which decreased their weight, but increased their speed to about 45 knots.

The World War II 20- and 40mm guns were retained for surface and anti-aircraft action.

PTF 1 and *PTF 2* are the only PT boats in active service with the Navy.

Plastic Sail for Submarine

uss Gudgeon (SS 567) strutted a new plastic superstructure and sail during a short visit to Vancouver, British Columbia, last fall.

The plastic modifications were the result of a four and one-half-month overhaul at the Pearl Harbor Naval shipyard.

The new sail will be quieter at high speeds and will resist corrosion, and therefore will require less maintenance than its aluminum predecessor.

Plastic sails were pioneered by *uss Halfbeak* (SS 352) on which one was installed in 1953. Nearly 10 years later, *Halfbeak's* sail is still in excellent condition.

Columbus Is Back

Out of the yards and back in service after more than two years of major conversion work is *uss Columbus*. In the conversion process, which was conducted at Bremerton, Wash., the former heavy cruiser (commissioned CA 74 in 1945) received an over-all face lifting, the most noticeable aspect of which was the removal of her guns and superstructure, and the addition of a variety of guided missile and antisubmarine weapons. Appropriately, her new designation is guided missile cruiser (CG 12).

Columbus is still powered by four boilers, each capable of producing up to 30,000 shaft horsepower. Otherwise, she's pretty well changed, even in her engineering department (which operates the boilers that haven't changed).

In pre-conversion days, the *Columbus* engineering watches were stood in the forward engine room, or Main Control, a cramped, hot, noisy compartment containing a myriad of dials, gauges and valves, and always lots of action.

Now, *Columbus* has a centralized engineering watch area known as the Central Control Station—in a quiet area of the ship.

Central Control is equipped with dial and gauge indicators that re-



SEVEN COME ELEVEN—Gasoline tankers *USS Elkhorn* (AOG 7) and *USS Tombigbee* (AOG 11) are moored side-by-side at Pearl Harbor, Hawaii.

port on various functions of the engineering plant and its components. The status of any piece of equipment or situation is seen at a glance by trained observers. There, engineering department watch officers control not only the ship's main power plant, but also electricity, heat, power, lights, water and air conditioning. The engineering officer, main propulsion assistant and electrical officer have convenient desks opposite the main control panels.

Also, Central Control has taken over functions of the ship's Damage Control Central with the addition of a damage control "brain" that de-

cides how best to cope with fires, explosions, and battle damage. The damage control assistant and a number of telephone talkers are stationed in Central Control near the engineering watch officer. The talkers maintain contact with damage control parties located throughout the ship.

In front of each talker, display panels relay continuous pictures of conditions in parts of the ship for which the talkers and their corresponding damage control parties are responsible. The damage control assistant thus has an instantaneous picture of conditions throughout the ship without leaving Central Control.

WAY OUT EAST — *USS Hancock* (CVA 19) and *USS Maddox* (DD 731) take on fuel from *USS Mattaoni* (AO 41) during maneuvers in South China Sea.



Brief news items about other branches of the armed services.

PROJECT STARGAZER, an Air Force undertaking with high ideals, has reached a near climax 87,000 feet over New Mexico. Air Force Captain Joseph W. Kittinger, Jr., and civilian scientist William C. White, riding in a balloon carrying a stabilized telescope, reached that height during the final stage of the project conducted by the Air Force's Office of Aerospace Research.

The main purpose of the experiment is to determine how manned balloon observatories should be designed, built, staffed and operated. This information will be valuable if unmanned balloon and satellite systems are unable to produce all of the astronomical information scientists need.

Astronomers have been limited in their ability to search the universe because the earth's atmosphere distorts the visible light that passes through it. This is what causes stars to twinkle. Wind currents also hinder observations by causing star images to wander.

At maximum altitude, Kittinger and White were above 90 to 95 per cent of the earth's atmosphere. This means that their balloon-mounted telescope was able to see through a window to the heavens not open to astronomers at ground level.

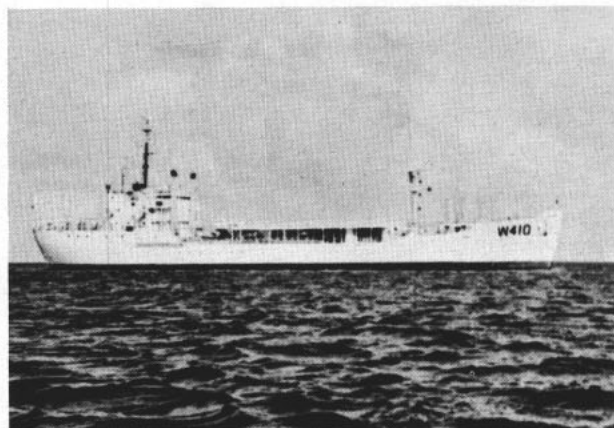
The telescope has a gyroscopic-electronic stabilization assembly that holds it steady with respect to the stars despite swaying and turning of the gondola slung beneath the balloon. In addition, it provided the men with an automatic means of maneuvering the telescope so it could be pointed—and remain pointed—at any stars they wished to observe.

The gondola used was an aluminum cylinder, 13 feet high and seven feet in diameter. While in flight, Kittinger and White did not look through the 12½-inch telescope mounted on top of the gondola. Instead, direct observation was done through a small tracking telescope linked to the larger one.

★ ★ ★

THE U. S. ARMY has sent its *Nike Zeus* anti-missile missile outside the atmosphere and maneuvered it with controlled blasts of rocket exhaust in a successful firing test on the Pacific Missile Range.

Launched from Point Mugu, Calif., the 48-foot missile received and executed, at extremely high altitudes, con-



USCG CUTTER *Courier* (WAGR 410) has relayed Voice of America programs to Eastern Med countries since 1952.



BACK TRACKING — U. S. Marine Corps tracked vehicle known as *Ontos* is backed up ramp into USAF turbo-jet.

trol command issued by ground guidance elements of the system installed near the launch site.

The missile's third stage rocket motor, used to maneuver the missile's warhead outside the atmosphere with rocket exhaust, performed as expected during the test.

The missile and ground elements of the system involved in the test also performed satisfactorily.

★ ★ ★

THE AIR FORCE has added more *Atlas F* ICBMs to its rapidly growing mixed force of intercontinental missiles and manned bombers by placing its ICBM launching site at Walker AFB, Roswell, N. Mex., in operational status.

The new ICBM facility, embracing a total of twelve *Atlas F* complexes, is manned by the Strategic Air Command's 579th Strategic Missile Squadron.

At Walker, as at other *Atlas F* ICBM launch sites, the missiles are deployed in hard steel and concrete silos sunk 175 feet under the earth, where they are protected against all but a direct nuclear blow. In minutes, the missiles can be fueled, raised to the surface by an elevator launcher, and fired against targets more than 6300 miles away.

Other operational *Atlas F* sites are located near Schilling AFB, Salina, Kans.; Altus AFB, Okla.; Lincoln AFB, Lincoln, Neb.; and Dyess AFB, Abilene, Tex. Still another, at Plattsburgh AFB, Plattsburgh, N. Y., is nearing completion.

★ ★ ★

THE ARMY CALLS IT a PATA vehicle. PATA stands for "plenum air tread amphibian." The vehicle has been through the theoretical stage and the preliminary experimental stage, using a one-man scaled model, and is now ready for advanced study using a larger test vehicle.

The new test PATA is expected to travel at 50 miles an hour on smooth surfaces and 30 miles an hour in water. It will be designed to climb a 60 per cent grade and to operate on a 30 per cent side slope. Its payload will be about 3000 pounds—one pound for each pound of vehicle weight.

The Army hopes to use PATA as an amphibious re-



A DRAWING SHOWS unmanned glider, a new version of the Flexible Wing System, being towed by Army helo.

supply lighter, a personnel carrier, a litter transport, missile carrier and Arctic and desert exploration vehicle.

The vehicle's tread is a series of interconnected air cells in a belt similar to that of a tank. The support comes from a continuous flow of low-pressure air (about two pounds per square inch) from a plenum chamber between the moving belt and the vehicle chassis.

The weight of the machine will be spread around, thus keeping it from sinking into soft surfaces—an effect something like that employed by a man on snowshoes.

Should PATA strike a log or a large rock while rolling along, there are relief valves in the track cells to permit the air to escape, thus reducing shock.

If a large hole is blown into one of the track cells by a shell fragment, the cell would automatically be isolated, preventing loss of air from other cells.

If the cell is destroyed, it can be quickly removed and replaced by a new snap-on cell.

★ ★ ★

PILOTS SOARING into the fringes of space may soon be using a small battery-powered package to relay their heartbeats to scientists on the ground.

No bigger than a pocket novel, the package, which might also be used in recording temperature or alertness, is being tested at the Air Force Systems Command's Flight Test Center at Edwards AFB, Calif.

The package can be used free of outside connections and easily worn inside a pressure suit. Picking up a pilot's heartbeat or temperature through a tiny sensor, the unit's transmitter relays it to an amplifier in the cockpit. Then it is sent to ground receivers tuned to an FM frequency. Once on the ground, the signal is recorded as a jagged line on the electrocardiogram tape.

This unit will eliminate the troublesome "umbilical cord" that is currently used to carry signals from the pilot's person to the cockpit amplifier.

The cord, attached to the pilot through his pressure suit, makes emergency exit from the aircraft or spacecraft, as well as entry into the cockpit, difficult.

A spokesman from the flight test center said: "Anytime a man enters a test environment in which he cannot be directly observed, a check of specific physical information and alertness is necessary. Although this is an

early design, a package of this type, is almost a necessity in an aerospace craft where crew members will be able to move about freely."

★ ★ ★

MATS—THE MILITARY AIR TRANSPORT SERVICE—flew some 18,000 hours supporting and deploying U. S. combat forces and flew more than 17 global airlifts during the short period of the Cuban crisis.

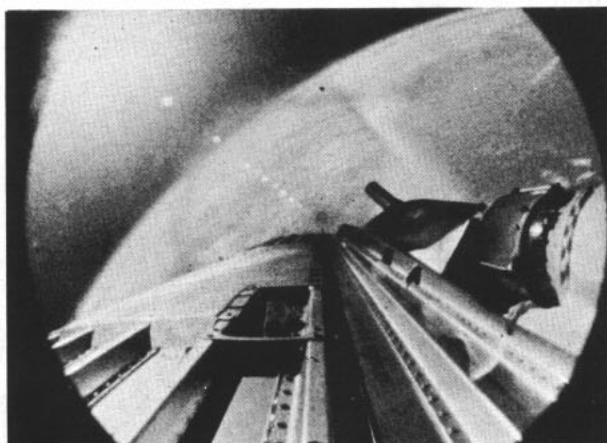
These figures become more thought-provoking, however, when you consider that the Cuban crisis requirements were fulfilled during a period—1 Oct to 15 Nov 1962—which saw MATS meet urgent airlift needs for some twenty-six million pounds of military cargo and more than 34,000 military personnel to and from all parts of the world.

In the latter half of October, MATS airlift, Air Rescue, Air Weather and Air Photographic forces flew more than 500 missions. More than half of these were flown to deploy combat-ready Marines and air and ground battle gear and ammunition to Guantanamo and southeastern U. S. areas. They also included the airlift of several hundred tons of conventional ammunition and battle equipment for Tactical Air Command composite air strike forces deployed to Florida bases.

MATS Air Weather Service flew special weather reconnaissance flights around Cuba. MATS Air Rescue Service conducted special search missions for missing SAC reconnaissance aircraft, plus precautionary orbital missions in the area. MATS Air Photographic and Charting Service planes, meanwhile, flew special reconnaissance missions over the Atlantic for the U. S. Navy.

Some other airlift requirements during this period included Operation Rapid Road (the airlift of Army units to and from Mississippi before and during the Cuban crisis); routine deployment and redeployment of Army troops to Europe; deployment of Swedish and Irish troops to and from the Congo; supply airlift to the South Pole, and an emergency lift of supplies to Ice Island near the North Pole; airlift of arms to India, and the emergency evacuation of more than 700 men, women and children from typhoon-devastated Guam.

The above figures do not include the contract commercial air transport purchased by MATS, which was also sizably increased during this period.



USAF PHOTO from camera mounted on an Atlas missile shows a 50-mile-high view of the earth's curvature.

THE BULLETIN BOARD

Paths of Advancement via Navy's LDO & Integration Programs

IF YOU ARE a sailor who would like to exchange your rating badge for gold stripes, there are two paths of advancement readily available to you—the Limited Duty Officer (LDO) and Integration programs.

But this is not to say they are easy paths. You should start preparing for the annual service-wide Officer Selection Battery Test well in advance of the test date.

Candidates who participate in this examination may be considered for appointment to officer status via the LDO or the Integration programs. In the past, many applicants have failed to prepare themselves adequately. Selection is based on more than a good score on the examination and an enthusiastic recommendation by your commanding officer.

Here's what happens after you have taken the test. The score—in addition to your record and application—goes before a selection board which meets annually in the Bureau of Naval Personnel. It is at this point that you are accepted or rejected. It helps if your record shows you have taken correspondence courses (other than those required for advancement), evening classes, and have done other work to prepare yourself for your new rank.

It is only reasonable that if two men are equal in most respects—and all applicants should be outstanding—the man who has shown more initiative and completed more studies will be selected over the other candidate.

BuPers Inst. 1120.18 (series) lists the qualifications for both the LDO(T) and Integration programs. The current instruction gives all the information you will need to apply for either or both of the programs.

It should be noted that the LDO Program is meant for those who have ten to twelve years to devote to the Navy as a commissioned officer. Selection to permanent LDO status will be made concurrently with and contingent on selection for promotion to the grade of lieutenant commander.

Here is a complete list of enlisted ratings, warrant officer designators, and the LDO(T) category and of-

ficer designator to which you would normally advance through this program. Numerals in the left-hand column indicate warrant designators.

Normal Path of Advancement

Enlisted Ratings and Warrant Designator	LDO Category and Officer Designator
BM, QM, 713X	Deck (600)
RD, RM, SM, SO, 714X	Operations (601)
GM, GMT, 723X	Ordnance, Surface (610)
FT, MT, 724X	Ordnance, Control (611)
TM, MN, 733X, 734X	Ordnance, Underwater (612)
YN, PN, MA, JO, DM, LI, PC, 782X	Administration (620)
MU, 785X	Bandmaster (626)
MM, BT, MR, EN, IM, BR, OM, 743X	Engineering (630)
DC, ML, PM, SF, 774X	Hull (635)
EM, IC, 754X	Electrician (637)
ET, DS, 766X	Electronics (640)
CT, 764X	Cryptology (646)
AB, AC, PR, PT, 711X	Aviation Operations (660)
PH, 831X	Photography (663)
AG, 821X	Meteorology (665)
AO, 721X	Aviation Ordnance (670)
AT, AE, TD, AQ, AX, 761X	Avionics (680)
AD, AM, 741X	Aviation Maintenance (685)
DK, SK, AK, CS, SH, SD, 798X	Supply (370)
CM, EO, UT, CE, EA, BU, SW, 849X	Civil Engineer (570)

Generally, you should apply for the

category in your normal path of advancement. When you try for selection in a different category, you will be compared with other men who have more experience in the field.

HMs and DTs, however, have no normal path of advancement to LDO(T). Although they may apply for any category in which they feel they are qualified, they are encouraged to apply for a commission in the Medical Service Corps, rather than in the LDO field. The problem of competing with more experienced men also applies here.

Men and women in the NESEP program may not apply for a commission under the LDO(T) or Integration programs since they are already in an officer procurement program.

Here are the eligibility requirements for the Limited Duty Officer (Temporary) Program as listed in BuPers Inst. 1120.18 series. You must:

- Be a citizen of the United States, either native born or naturalized.
- Be recommended by your commanding officer.
- Be a male PO1 and above or a warrant officer or commissioned warrant officer.
- Have served as PO1 for one year by 1 July of the year of application.
- Be in the Regular Navy on the date tested for the program.
- Have completed eight years of active naval service (including U. S. Marine Corps and U. S. Coast Guard while operating as part of the U. S. Navy), exclusive of active duty for training in the Naval, Marine Corps, or Coast Guard Reserves, by 1 July of the calendar year in which application is made.
- Be on active duty at the time you are being considered by a selection board, and if selected, remain on active duty until you receive your commission.
- Not have reached your 34th birthday on 1 July of the year application is made. If you have previously served as a temporary officer in the grade of LTJG or above, the maximum age limit is raised to 37 years.



- Be a high school graduate or possess the service-accepted equivalent.

- Meet the physical requirements appropriate to the grade for which considered, as established by the Chief, Bureau of Medicine and Surgery.

- For the two years before 1 July of the calendar year in which application is made, have no record of conviction by general, special, or summary courts-martial, or conviction by civil court for any offense other than a minor traffic violation.

- Agree not to apply for voluntary retirement or reversion before the completion of three years' service as LDO.

- Not make application in more than two officer designator codes under this program in any one year.

If you are a CPO with at least 18 years and six months of active duty, your chances are good for a direct appointment to the rank of LTJG. This, the Navy hopes will provide incentive for experienced chiefs, who might otherwise go into the Fleet Reserve, to remain in the Navy as LTJGs under the LDO(T) Program. In determining eligibility for appointment to LTJG, total service should be computed for purposes of transfer to the Fleet Reserve by 1 July of the calendar year in which application is made. No age limit is set for eligible CPOs who seek appointment to LTJG.

Men (other than warrant officers) selected for an LDO appointment are ordered to a six-week indoctrination course at Newport, R. I., or in the case of aviation specialists, NAS Pensacola.

LDO(T)s are commissioned in either the Line, Supply Corps, or Civil Engineer Corps.

On the other hand, here are the qualifications you must meet if you wish to become an officer under the Integration Program. You must:

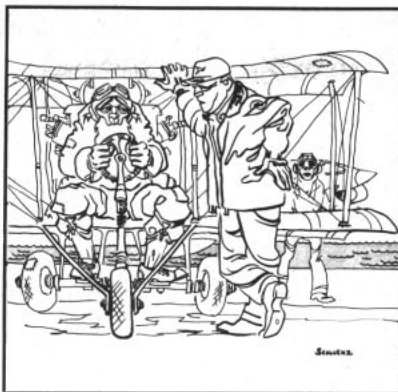
- Be a citizen of the United States, either native born or naturalized.

- Be at least 19 and under 25 years of age on 1 July of the calendar year in which application is made (male applicants only).

- Be a commissioned warrant officer, warrant officer, or an enlisted man or woman of the Regular Navy.

- Be recommended by your commanding officer.

- Have the following service and



"You certainly took your own sweet time about getting back."

active duty computed to 1 July of the calendar year in which application is made:

(1) CWO, WO, and CPOs must have two years' continuous active service in grade in any of the three combined grades or rates.

(2) CPOs and below must have three years' continuous active service in the Regular Navy.

CPOs have the option of either of the above two.

All service must be continuous and in the Regular Navy, covering that period immediately preceding the submission of the application. Broken service of more than 90 days is dis-

qualifying and Naval Reserve time cannot be counted.

- Fulfill one of the following educational requirements, unless you are applying for a commission in the Civil Engineer Corps:

Have successfully completed 30 semester hours of work at an accredited college or university, or have the service-accepted equivalent as defined in *BuPers Manual*, Article D2103(15); or be a high school graduate, or have the service-accepted equivalent, and have a GCT or ARI score of 60 or above. (If applying for a commission in the Civil Engineer Corps, you must have completed three years of college credits toward an engineering degree at an accredited engineering school.)

- Have no record of conviction by general, special, or summary courts-martial, or conviction of civil court for any offense other than minor traffic violations for the two-year period preceding 1 July of the calendar year in which application is made.

- Meet the physical requirements, appropriate to the grade for which considered, as established by BuMed.

- Meet, if a woman applicant, the dependency requirements as set forth in paragraph two, Article C-1102, of *BuPers Manual*. (Generally, this says

NOW HERE'S THIS

Grandurions

Webster may never have heard of the term, but Grandurion is a highly respected word in Training Squadron One's vocabulary.

At TraRon One's home base, the Naval Auxiliary Air Station, Saufley Field, Pensacola, Fla., it identifies a flight instructor who has flown more than 1000 accident-free instructional hours in the rear seat of a T-34 trainer during one normal tour of duty.

A Grandurion board, prominently displayed in VT-1's hangar area, contains the names and photographs of flight instructors still attached to VT-1 who have joined the ranks of the Grandurions since the squadron was commissioned in May 1960. When an instructor is detached from the squadron, his picture is removed; however, his name tag is retained under an accompanying honor roll list.

Most Grandurions have exceeded the minimum 1000 hours required. Only three,

however—LT E. Toner, LT F. G. Butler, and LT W. D. Dobbs—have thus far topped the 2000-hour mark. Top-flight back-seat driver LT Toner heads the list with a grand total of 2200 accident-free instructional hours.



that you must not have a dependent child under 18 years of age.)

- Not make application in more than two officer designator codes under this program in any one year.

Candidates considered twice by a selection board for the Integration Program are not eligible to make further application under that program.

All men selected under the Integration Program are first ordered to the U. S. Naval Schools Command, Newport, R. I., for a 16-week General Line Officer Candidate course of instruction. (All women selected are ordered to Newport for an eight-week Officer Candidate (W) training course. After the eight-week course, they are appointed in the Line or Staff Corps of the Regular Navy, as appropriate, and then ordered to another eight-week officer (W) training course at Newport.)

But just finishing the course of study at Newport doesn't always assure you of a commission. A naval examining board then reviews your record to determine if you are mentally, morally, and professionally qualified to perform the duties of your grade. A professional examination may be administered if it is deemed necessary.

Those selected will be appointed ensign in the Line (1100), Supply Corps (3100) or Civil Engineer Corps (5100) in the Regular Navy. Men may apply for flight training and if selected and if they complete the course, their designator will be changed to 1310.

If you are eligible for either of these programs and are interested in a commission, you must submit your request in writing to your commanding officer on the date specified in the instruction.

In your letter of request, you should state specifically, and in order of preference, the program title and the applicable officer numerical designator codes and titles for which you are eligible and want to be considered. You should also include your date of birth; years of service; education, both civilian and military; Navy or USAFI correspondence courses completed; and both civilian arrest and military discipline or court-martial within the past two years.

Your commanding officer will take the ball from there. If he considers you officer material, he will forward a copy of your application to the

Introducing Spacers



"I'll give you a hint what it is, Dad . . . It's got six eyes."

Naval Examining Center, Great Lakes, Ill., requesting a copy of the Officer Selection Battery.

In completing your application you will be asked to fill out numerous forms and will be interviewed by a board of officers. Also, you will be required to take a physical examination. A list of the forms you will be asked to complete, application procedures, and a sample letter of application are attached to BuPers Inst. 1120.18 series. This instruction also contains full details on the tests.

Remember, if you seriously want a commission under one of these programs, *you should start studying now*. A thorough review before examination will greatly improve your chances.

Spacers



"I'll trade you my ray gun for your water gun."

List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. Television series available for selection are: Target—The Corruptors and The Detectives—Melodramas.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Motion Pictures

Gigot (2138) (C) (WS): Comedy Drama; Jackie Gleason, Catherine Kath.

The Firebrand (2139) (WS): Western; Kent Taylor, Lisa Montell.

A Coming Out Party (2140): Comedy; James Robertson Justice, Leslie Phillips.

Requiem For A Heavyweight (2141): Drama; Anthony Quinn, Jackie Gleason.

Damn The Defiant (2142) (C) (WS): Drama; Alec Guinness, Dirk Bogarde.

Strong Room (2143): Suspense; Derren Nesbitt, Colin Gordon.

A Public Affair (2144): Melodrama; Myron McCormick, Edward Binns.

Waltz Of The Toreadors (2145) (C): Comedy-Drama; Peter Sellers, Dany Borin.

Pirates Of Blood River (2146) (C) (WS): Melodrama; Kerwin Mathews, Maria Landi.

I Bombed Pearl Harbor (2147) (C) (WS): Melodrama; Yosuke Natsuki, Toshiro Mifune.

Son Of Samson (2148) (C) (WS): Melodrama; Mark Forrest, Chelo Alonso.

If A Man Answers (2149) (C): Comedy; Sandra Dee, Bobby Darin.

Gypsy (2150) (C) (WS): Musical; Rosalind Russell, Karl Malden.

Sword of the Conqueror (2151) (C) (WS): Drama; Jack Palance, Eleanor Rossi Drago.

The War Lover (2152): Drama; Steve McQueen, Shirley Anne Field.

We'll Bury You (2153): Docu-

mentary; Narrated by William Woodson.

Television Programs

5306: TV-1 *Target—The Corruptors*—Goodbye Children. TV-2 *The Detectives*—Fourth Commandment.

5307: TV-1 *Target—The Corruptors*—Prison Empire. TV-2 *The Detectives*—The Con Man.

5308: TV-1 *Target—The Corruptors*—The Fix. TV-2 *The Detectives*—Night On The Town.

5309: TV-1 *Target—The Corruptors*—Middleman. TV-2 *The Detectives*—Shadow of His Brother.

5310: TV-1 *Target—The Corruptors*—Million Dollar Dump. TV-2 *The Detectives*—Stranger in the House.

5311: TV-1 *Target—The Corruptors*—License to Steal. TV-2 *The Detectives*—Song of a Guilty Heart.

5312: TV-1 *Target—The Corruptors*—Silent Partner. TV-2 *The Detectives*—Never The Twain.

5313: TV-1 *Target—The Corruptors*—Viva Vegas. TV-2 *The Detectives*—A Piece of Tomorrow.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 50—Rescinds authority, granted by Alnav 41-62, to make urgent purchases of foreign origin materials and services without administrative approval.

No. 51—Warns of hazardous driving conditions during the holiday season.

No. 52—Declared 24 December to be a holiday for military personnel.

No. 53—Announced approval by the President of the report of selection boards that recommended line officers for temporary promotion to the grade of lieutenant.



"... Add the ship's mascot to the top of Seavey list immediately!"

No. 54—Required that all activities suspend from issue and use certain medical material.

No. 55—Discussed regulations pertaining to basic allowance for quarters for enlisted personnel in non-pay status and for members of the insular force.

No. 56—Discussed the effect of the new BAQ law on forfeiture and detention of pay.

No. 57—Discussed details of the automatic, time-phased downgrading and declassification system.

Instructions

No. 4631.7A—Describes procedures to be adopted by the Navy when using the transportation facilities of the Military Air Transport Service.

No. 5605.1A—Revises the publications allowance list for individual ship classes, aircraft squadrons and staffs.

Notices

No. 7220 (18 November)—Brought to the attention of commanding officers their responsibility to counsel enlisted personnel on the hazards of drawing advances in pay upon being detached on permanent change of station orders.

No. 1520 (21 November)—Invited applications from Supply Corps officers for assignment to the Subsistence Technology Course at Fort Lee, Va., and the Transportation Management Course at Oakland, Calif.

No. 1418 (26 November)—Announced the schedule for Navy-wide advancement examinations for enlisted personnel held in February.

No. 1830 (21 December)—Advised all commands of the availability of the revised form for use of members applying for transfer to the Fleet Reserve.

WHAT'S IN A NAME

Do-It-Yourself Islands

Navy men of the future who have been forced to abandon ship or aircraft may be able to release a foam-like substance onto the water, wait a short time, and climb aboard a do-it-yourself island.

A private corporation is developing a rigid urethane foam that could be used as a buoyant platform, requiring no mold other than the ocean surface.

In the event of a disaster at sea, equipment aboard the plane or ship in distress would churn out a quantity of the quick-setting substance, quickly creating an island that would support large numbers of survivors.

A smaller kit equipped with a mold could be used to make a foam life raft or a small two-man boat. Once aboard the raft, wreck survivors could form a string of aluminum-foil-covered reflectors. Towed behind the raft they would make a target that could be easily picked up by rescue craft radar.

The urethane foam may also be used by sea-rescue helicopters, to be lowered or



dropped by plastic tubing to survivors struggling to keep afloat.

This foam is already being used in atomic submarines to fill structural voids. Some castings, formerly made of solid bronze, have been replaced with urethane-filled bronze castings. One submarine has been lightened by several tons using urethane foam in spaces formerly filled with bronze.

Choose Your Course from Navy's Encyclopedia of Knowledge

ABOUT 12 YEARS AGO, the Navy adopted the idea of furnishing Navymen, both Regular and Reserve, with correspondence courses to guide them in their study for advancement in rating examinations.

Each year, some courses have been added and others have been dropped. This year is no exception.

In addition to the usual additions and deletions, you will find some courses have been revised or combined since 1962.

Whether or not you check out a correspondence course is strictly up to you. However, any Navyman who is interested in getting ahead, will find it a smart thing to do because, basically, an enlisted correspondence course is simply a set of questions dealing with information contained in the Navy Training Courses. The purpose of these questions is to help

you get the most out of your study.

This is done by pointing out important definitions, the reasons things are done in one way rather than another, the cause and effect of various actions, the similarity or difference of certain objects, recognizing and identifying mistakes, and common principles which apply to two or more situations.

When you enroll in a correspondence course, which active Navymen can do through their local commands, you get a textbook (usually one of the Navy's blue books—green if you are an aviator) and an assignment booklet.

The assignment booklet gives you study instructions and other information which will help you study the blue book. There are also questions (usually multiple choice) on the assignment, together with an answer

sheet on which you mark what you think to be the correct answer.

The questions in the assignment booklet are not tests, only study aids. You can answer them with your book open, and probably should, in order to get the most out of the questions.

When you get all the questions answered, go over the assignment again to make sure you did your best.

When you mail your assignment for grading, it will be individually scored. Your answer sheet will be returned to you and, if you missed a question, references will be given to help you correct it. Your grade on the assignment will also be given.

Don't go overboard, you can only take one course at a time. First step—see your education officer, or division officer, or personnel officer.

Below is a list of correspondence courses available:

Title of Course	Navpers Number	Assignments	Title of Course	Navpers Number	Assignments
ABC Warfare Defense	91212	4	Blueprint Reading and Sketching	91223-2B	3
Aerographer's Mate 3 & 2	91664-1	6	Boatswain's Mate 3 & 2	91243-2A	7
Aerographer's Mate 1 & C, Vol. 1	91602	4	Boatswain's Mate 1 & C	91245-2A	5
Aerographer's Mate 1 & C, Vol. 2	91603	7	Boilermaker 1 & C	91515	10
Air Controlman 3 & 2	91676-1	9	Boilerman 3	91511-1	6
Air Controlman 1 & C	91677	4	Boilerman 2	91512-2	6
Airman	91600-A	10	Boilerman 1 & C	91514-2A	10
Aviation Boatswain's Mate "H," 3 & 2 ..	91636-1	3	Builder 3 & 2	91584-2	6
Aviation Boatswain's Mate 3 & 2, Vol. 2	91637-1A	4	Builder 1 & C	91586-1A	7
Aviation Boatswain's Mate 1 & C	91673	3			
Aviation Boatswain's Mate "F," 3 & 2 ..	91679	7	Commissaryman 3 & 2	91441-1B	5
Aviation Electrician's Mate 3 & 2	91610-1B	14	Commissaryman 1 & C	91443-2	3
Aviation Electrician's Mate 1 & C	91611-2	8	Communications Technician "M," 3 & 2 ..	91557	7
Aviation Electronics Technician 3 & 2 ...	91613-1	8	Communications Technician "A," 3 & 2 ..	91558	7
Aviation Electronics Technician 1 & C ...	91615-B	11	Communications Technician "T," 3 & 2 ..	91559	6
Aviation Fire Control Technician 3			Construction Electrician 3 & 2	91569-2	5
(Confidential)	91633-1	12	Construction Electrician 1 & C	91571-1D	6
Aviation Fire Control Technician 2	91634-1	7	Constructionman	91562-1C	5
Aviation Fire Control Technician 1 & C ..	91635-1	7	Construction Mechanic 3 & 2	91579-1A	5
Aviation Guided Missileman 3 & 2	91618-1	8	Construction Mechanic 1 & C	91581-2	8
Aviation Guided Missileman 1 & C	91619	5			
Aviation Machinist's Mate 3	91597-B	6	Damage Controlman 3 & 2	91544-2	5
Aviation Machinist's Mate 2	91598-1	13	Damage Controlman 1 & C	91546-1B	6
Aviation Machinist's Mate 1 & C	91599	5	Dental Technician, General, 3 & 2	91681-1	7
Aviation Ordnanceman 3 & 2	91665-1	11	Dental Technician, General, 1 & C	91682-1	5
Aviation Ordnanceman 1 & C	91662	6	Dental Technician, Prosthetic, 3 & 2 ...	91686-1A	5
Aviation Storekeeper 3 & 2	91674-A	7	Dental Technician, Prosthetic, 1 & C ...	91687-1A	5
Aviation Storekeeper 1 & C	91675-A	3	Dental Technician, Repair	91689-1A	5
Aviation Structural Mechanic "E," 3 & 2	91622-1	7	Disbursing Clerk 3 & 2	91436-3A	7
Aviation Structural Mechanic 1 & C	91629	6	Disbursing Clerk 1 & C	91438-2	3
Aviation Structural Mechanic "S," 3 & 2	91364	4	Draftsman 3	91487-D	7
Aviation Structural Mechanic "H," 3 & 2	91365	6	Draftsman 2	91488-C	6
			Draftsman 1 & C	91489-A	5
Basic Electricity, Part I	91224-B	6			
Basic Electricity, Part II	91226	5	Electrician's Mate 3 & 2	91524-1A	5
Basic Electronics	91227-B	11	Electrician's Mate 1 & C	91526-1	4
Basic Hand Tool Skills	91228-1C	5	Electronics Technician 3	91373-2A	8
Basic Machines	91230-D	3			

Title of Course	Navpers Number	Assign- ments	Title of Course	Navpers Number	Assign- ments
Electronics Technician 2, Vol. 1	91374-2	9	Opticalman 3, Vol. 1	91387-C	4
Electronics Technician 2, Vol. 2 (Confidential)	91375-1	9	Opticalman 3, Vol. 2	91388-B	5
Electronics Technician 1 & C	91376-A	9	Opticalman 2, 1 & C	91389	7
Engineman 3	91518-1A	5	Parachute Rigger 3 & 2	91639-1	7
Engineman 2	91519-1	6	Parachute Rigger 1 & C	91606-1	6
Engineman 1 & C	91521-C	7	Patternmaker 3	91548-1A	3
Equipment Operator 3 & 2	91574-2	5	Patternmaker 2	91549-1	4
Equipment Operator 1 & C	91576-2	3	Patternmaker 1	91550	4
Field Manufacture of Industrial Gases	91505	12	Patternmaker, Chief	91551	4
Fire Control Technician 3	91339-1	6	Personnelman 3 & 2	91420-1A	5
Fire Control Technician 2	91340-A	4	Personnelman 1 & C	91422-1C	5
Fire Control Technician 1, Vol. 1	91331-B	7	Photographer's Mate 3	91492-B	10
Fire Control Technician 1, Vol. 2	91343-A	6	Photographer's Mate 2	91493-A	10
Fire Control Technician 1, Vol. 3	91345	5	Photographer's Mate 1 & C	91649	7
Fire Control Technician, Chief, Vol. 1	91332-B	5	Quartermaster 3 & 2	91286-2	6
Fire Control Technician, Chief, Vol. 2	91344-A	6	Quartermaster 1 & C	91253-A	6
Fire Control Technician, Chief, Vol. 3	91346-A	5	Radarman 3 & 2, Vol. 1	91267-1C	7
Fireman	91500-2A	5	Radarman 3 & 2, Vol. 2 (Confidential, Modified Handling)	91269	4
Gunner's Mate 3	91354-A	9	Radarman 1 & C (Confidential, Modified Handling)	91268-A	5
Gunner's Mate 2	91355-1B	8	Radioman 3 & 2	91403-1B	6
Gunner's Mate 1	91356-A	6	Radioman 1 & C	91405-2	5
Gunner's Mate, Chief	91357	6	Seaman	91240-1B	6
Hospital Corpsman 3 & 2	91669-2	5	Shipfitter 3 & 2	91535-1	8
Hospital Corpsman 1	91670-1	5	Shipfitter 1 & C	91542	6
Hospital Corpsman, Chief	91671-A	4	Ship's Serviceman 3 & 2	91447-1A	3
Hospitalman	91667-1B	4	Ship's Serviceman 1 & C	91450-A	5
I.C. Electrician 3	91528-C	5	Ship's Serviceman Barber Handbook	91465-1A	2
I.C. Electrician 2	91529-C	9	Ship's Serviceman Cobbler Handbook	91464-A	2
I.C. Electrician 1 & C	91531-B	6	Ship's Serviceman Laundry Handbook	91466-C	3
Instrumentman 3	91382-D	2	Ship's Serviceman Tailor Handbook	91463-1B	2
Instrumentman 2	91383-A	5	Signalman 3 & 2	91291-B	7
Instrumentman 1	91384-A	4	Signalman 1 & C (Confidential, Modified Handling)	91292	4
Instrumentman, Chief	91385-B	3	Introduction to Sonar	91258	4
Journalist 3 & 2	91452-1	5	Sonarman "G," 3 & 2 (Confidential)	91261	3
Journalist 1 & C	91453	3	Sonarman "A," 3 & 2 (Confidential)	91263	4
Lithographer 3, Vol. 1	91472-1A	6	Sonarman 1 & C (Confidential)	91265	4
Lithographer 3, Vol. 2	91470	7	Standard First Aid Training Course	91217-E	6
Lithographer 2, Vol. 1	91473-1A	5	Steelworker 3 & 2	91589-1A	5
Lithographer 2, Vol. 2	91471	6	Steelworker 1 & C	91591-1B	4
Lithographer 1 & C	91475-1A	5	Steward 3 & 2	91693-2B	5
Machinery Repairman 3	91506-1A	9	Steward 1 & C	91696-B	3
Machinery Repairman 2	91507-1B	9	Stewardsman	91691-1E	3
Machinery Repairman 1 & C	91509-1	5	Storekeeper 3 & 2	91431-3B	6
Machinist's Mate 3	91501-1B	5	Storekeeper 1 & C	91433-2	4
Machinist's Mate 2	91502-1A	5	Surveyor 3	91563-1B	5
Machinist's Mate 1 & C	91504-C	10	Surveyor 2	91564-1A	4
Mathematics, Vol. 1	91219-1A	5	Surveyor 1 & C	91566-1	3
Mathematics, Advanced, Vol. 1	91221-F	6	This Is Your Navy	91208-1C	9
Military Requirements for Petty Officers 3 & 2	91206	5	Torpedoman's Mate 3 & 2	91297-B	9
Military Requirements for Petty Officers 1 & C	91207-B	4	Torpedoman's Mate 1 & C, Vol. 1	91298	5
Mineman 3, Vol. 1	91334-1A	4	Trademan 3 & 2	91698-1	10
Mineman 2, Vol. 1	91335-1	4	Trademan 1 & C	91699	5
Mineman 1 & C, Vol. 1	91336-1	5	U.S. Navy Shore Patrol	91468-1D	6
Mineman 1 & C, Vol. 2 (Confidential)	91337-1A	6	Utilities Man 3 & 2	91594-1A	4
Missile Technician 3 & 2	91360-A	6	Utilities Man 1 & C	91596-1A	4
Missile Technician 1 & C (Confidential)	91361	9	Yeoman 3 & 2	91414-3A	3
Molder 3 & 2	91554-1A	4	Yeoman 1 & C	91416-3	5
Molder, 1 & C	91556-1	8			

Here's Latest Report on Income Taxes for Navy Personnel

MOST OF THE TAX legislation passed by Congress and signed into law by the President during the past year has been concerned with persons and organizations engaged in business and therefore is of little general interest to Navymen.

The following special items, however, are worthy of note and re-emphasizing, since it is possible the circumstances cited might pertain to ALL HANDS readers.

• **Retroactive Veterans Administration Disability Compensation** — You can't exclude any part of taxable retirement pay simply because the effective date of a subsequent award of disability compensation is retroactive, even if you voluntarily refund an equal amount of previously received retirement pay.

• **Signing the Return** — A legal officer can't sign his name as the person preparing your return, inasmuch as he may not appear as counsel in case your return is audited.

• **Disaster Losses** — If you suffered a loss from a disaster which occurred after the close of the taxable year but on or before the due date for filing your tax return, you may elect to deduct your losses provided the area was proclaimed a disaster area by the President after the end of the taxable year.

• **Dividends** — A man who is the record owner of stocks but who claims he is not the actual owner, and is therefore not liable for taxes on the income, must file a form 1087 disclosing the name and address of the actual owner or payee.

• **Sales of Cars Overseas** — A Navyman who realizes a profit on such a sale may be liable for two taxes—capital gain on the sale and a possible capital gain, or ordinary income tax on conversion from foreign funds to dollars.

• **Tax Refunds** — You are given a choice of three methods of receiving a tax refund, if one is due you: You may credit it to your next year's estimated tax; you may receive the refund in cash; or you may have it paid in multiples of \$18.75 in U. S. Savings Bonds.

• **New Depreciation Guidelines** — If you think you might save some tax dollars along this line you would do well to consult Revenue Pro-

cedure 62-21, which sets forth new guidelines for depreciation that can be used for three years without challenge.

Here is an example: New dwellings are considered to have a 45-year useful life unless a different life is agreed to by the District Director. Used property is also subject to agreement.

• **Self-Employed Individuals Tax Retirement** — Limited tax deductions for contributions which provide retirement benefits may be taken after 31 Dec 1962 by the self-employed.

• **Retirement Income Credit** — The amount of income on which the credit is computed has been raised to \$1524.00.

• **Medical Expense Limitation** — The maximum limitations have now been increased.

• **Investment Credit** — A credit against the tax is allowable on tangible personal property and some tangible real property other than buildings (if used as an integral part of manufacturing, production or extraction) which was bought after 31 Dec 1961, if the property is depreciable, has a useful life of four or more years and is placed in use by the taxpayer during the year.

Since machinery and equipment are the usual types of property which come under this heading, not a great many Navymen will be affected. However, for those who are, it is well worth noting.

• **Foreign Taxes** — Navymen in France cannot deduct what they pay to the *Contribution Mobiliere*, France's tax on rental value of a personal dwelling.

This tax does not qualify as an income tax or a tax imposed in lieu of an income tax for the purpose of foreign income tax credit.

• **Travel Expenses** — The rules set forth in the Revenue Act of 1962 are tighter than they have been, thus making it even more important than ever before to keep accurate records of travel expenses.

• **Contributions** — You can deduct contributions made to ship, station, post or company funds which are to be used solely for recreation, amusement and welfare of service personnel.

• **Transportation Expense** — The cost of one-day transportation in excess of reimbursement is deductible. This could apply to men such as recruiting officers who travel during the day but don't remain away overnight.

It might also apply to Reserve personnel who work and drill on the same day at different locations in the same city or general area, or to moonlighters who are Navymen during the day and work at other jobs after duty hours.

For Navymen who want a broader picture of their tax and possible deductions, the District Directors of Internal Revenue have a supply of documents which they will dispense free of charge upon request.

Titles and document numbers are: *Personal Exemptions and Dependents* (5013); *Employees' Expenses* (5014); *Sick Pay* (5016); *Selling Your Home* (5017); *Retirement Income and Credit* (5018); *Medical and Dental Expenses* (5020); *What is Income* (5045); *Depreciation, Amortization, Depletion* (5050); *Child Care* (5052); *Contributions* (5053); *Investment Income* (5060); *Interest Deductions* (5074); *Taxes* (5075); *Filing Your Tax Return* (5107); *"Page 2" Deductions* (5110); *Casualties* (5174); *Community Property* (5192); *If Your Return is Examined* (5202).

In addition to these, there is a booklet entitled *Your Federal Income Tax*, which you can read in your legal assistance office.

The Office of the Judge Advocate General has prepared its 1962 edition of *Federal Income Tax Information for Service Personnel*. This booklet is printed in limited numbers and is also available at your legal assistance office. Personal copies are distributed on a first-come, first-serve, while they last basis to those who request them by writing to The Office of the Navy Judge Advocate General, Navy Department, Washington 25, D. C.

Now that you have your federal income tax squared away, here are some facts and figures on state income taxes. Remember, you are liable to taxation in your home state, that is, the state in which you maintain legal residence and vote.

SUMMARY OF INCOME-TAX LAWS OF STATES AND POSSESSIONS OF THE UNITED STATES

- NOTE:** 1. "Married couple" or "married" as used in this summary means husband and wife living together.
 2. A married serviceman or woman is considered to be living with his or her spouse when separated only by reason of military orders.
 3. "*" indicates provisions for declaration and payment of estimated taxes.
 4. The following States do not impose individual income taxes on residents generally: Connecticut, Florida, Illinois, Maine, Michigan, Nebraska, Nevada, New Jersey, Ohio, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, and Wyoming. New Jersey imposes a "commuter tax."
 5. Under section 513 of the Soldiers' and Sailors' Civil Relief Act (50 USC App. 573) a member may defer payment of taxes, without interest or penalty, until 6 months after discharge if ability to pay is materially impaired by reason of active service. Returns must be filed on time, however.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
* ALABAMA: Net income of: \$1500 if single, \$3000 if married or head of family.	\$1500 if single, \$3000 if married or head of family, \$300 for each dependent.	Return and payment due 15 April.	State Department of Revenue, Income Tax Division, Montgomery 2, Alabama.	Members outside continental United States may defer filing until 30 days after return to the U. S.
* ALASKA: Gross income of \$600 from sources within the State.	Same as Federal.	Return and payment due 15 April.	Department of Revenue, Alaska Office Building, Juneau, Alaska.	All active-service pay exempt after 1950.
ARIZONA: Net income of: \$1000 if single, \$2000 if married. Gross income of \$5000.	\$1000 if single; \$2000 if married or head of household; \$500 additional if blind, \$1000 if 65 or older; \$600 each dependent.	Return due 15 April. Payment with return or in three equal installments.	Arizona State Tax Commission, Income Tax Division, State House, Phoenix, Arizona.	\$1000 active-service pay is exempt. Members outside continental United States may defer filing and paying, without interest or penalty, until 180 days after release or termination of present emergency, whichever is earlier.
ARKANSAS: Gross income of: \$1750 if single or separated from spouse, \$3500 if married or head of family.	Tax credit of: \$17.50 if single, \$35 if married or head of family, \$6 for each dependent.	Return due 15 May. Payment with return or in two equal installments.	State of Arkansas, Department of Revenue, Little Rock, Arkansas.	All active-service pay is excluded.
CALIFORNIA: Net income of: \$1500 if single or head of household, \$3000 if married.	\$1500 if single, \$3000 if married or head of household, \$600 additional for taxpayer and spouse if blind, \$600 for each dependent.	Return due 15 April. Payment with return or, if over \$50, in three installments with first payment not less than \$50.	State of California, Franchise Tax Board, 1025 P Street, Sacramento 14, California.	\$1000 active-service pay and all mustering-out and terminal leave payments received after 1 July 1952 are exempt. Filing and paying deferred without penalty or interest until 180 days after return to the U. S. from duty outside continental U. S.
**Note: Domicile of service wife, if not a Californian, does not follow that of husband until both return to State.				
* COLORADO: Gross income of \$750.	\$750 for taxpayer; \$750 for spouse; \$750 additional for taxpayer and spouse if blind, 65 or older; \$750 for each dependent.	Return and payment due 15 April.	State of Colorado, Department of Revenue, State Capitol Annex, Denver 2, Colorado.	\$2000 of active or reserve duty pay excluded during war or national emergency; \$1000 during other times. (\$2000 applies in 1962.) Returns and payment of tax deferred without penalty or interest until one year after separation.

THE BULLETIN BOARD

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
* DELAWARE:**				
Gross income of: \$600 if single or separated from spouse, \$1200 combined gross income of married couple.	\$600 for taxpayer; \$600 for spouse; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent.	Return and payment due 30 April.	State of Delaware, State Tax Department, 843 King Street, Wilmington 99, Delaware.	Deferment for filing and paying may be granted, upon application, until 6 months after discharge.
**Note: §1101(7) of the Delaware Income Tax Law provides in part: "'Resident' means only natural persons and includes any person domiciled in the State, except a person who, though domiciled in the State, maintains no permanent place of abode within the State, but does maintain a permanent place of abode without the State, and who spends in the aggregate not to exceed 30 days of the taxable year within the State; . . ."				
* DISTRICT OF COLUMBIA:				
Gross income in excess of: \$1000 if single or separated from spouse, \$2000 combined income of married couple.	\$1000 if single or separated from spouse; \$2000 if married; \$1500 if head of family; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 for each dependent.	Return and payment due 15 April.	District of Columbia, Finance Office, Revenue Division, Municipal Center, 300 Indiana Ave., N.W., Washington 1, D.C.	Deferment for filing or paying granted members outside the United States; until 6 months after return to the U. S.
* GEORGIA:				
Gross income of: \$1500 if single or separated from spouse, \$3000 combined gross income of married couple.	\$1500 if single; \$3000 if married or head of family; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent (except 1 for head of fam.)	Return and payment due 15 April.	Department of Revenue, Income Tax Unit, State Office Building, Atlanta 3, Georgia.	Deferment for filing or paying without penalty or interest granted members outside continental U. S. until 6 months after return to the U. S.
* GUAM:				
Same as Federal.	Same as Federal.	Same as Federal.	Division of Revenue and Taxation, Department of Finance, Government of Guam, Agaña, Guam.	Same as Federal, however, as to service compensation, the Government of Guam in practice has not imposed the Guam income tax on individuals subject to the United States income tax.
* HAWAII:				
Gross income of: \$600 (\$1200 from sources within the State if 65 or older).	Same as Federal except \$5000 in lieu of normal exemption for blind taxpayer.	Return and payment due 20 April.	Hawaii Director of Taxation, 425 Queen St., Honolulu 9, Hawaii.	All service pay excluded.
IDAHO:				
Gross income of \$600 (\$1200 if 65 or older).	Same as Federal.	Return and payment due 15 April.	State of Idaho Office of Tax Collector, Income Tax Division, State Capitol Building, Boise, Idaho.	Same as Federal, except if outside the continental United States may defer filing and paying until 6 months after discharge.
INDIANA:				
Gross income in excess of \$1000. Joint returns not permitted.	\$1000 for each taxpayer.	Return and payment due 31 January; or quarterly if over \$25 any quarter.	Indiana Department of State Revenue, Gross Income Tax Division, State Office Bldg., 100 N. Senate Ave., Indianapolis 4, Indiana.	All active and inactive service pay is exempt. Returns and payment of tax deferred until 6 months after discharge or end of hostilities, whichever is earlier.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
IOWA: Net income of: \$1500 if single or separated from spouse, \$2350 if married. Gross income of \$2000.	Tax credit of: \$15 if single, \$30 if married or head of family, \$7.50 for each dependent.	Return due 30 April. Payment with return or in two equal installments if over \$50.	State Tax Commission, Income Tax Division, State Office Building, Des Moines 19, Iowa.	No service pay exemption. Extension for filing may be granted up to 6 months if application is made therefor.
KANSAS: Net income of: \$600 if single or separated from spouse, \$1200 if married. (Plus age and blind exemptions.) Gross income of \$4000.	Same as Federal except that \$600 income limitation applies to child of any age unless a "student."	Return and payment due 15 April. (Two equal installments if tax exceeds \$200.)	State of Kansas, Director of Revenue, Income Tax Division, State Office Building, Topeka, Kansas.	\$1500 active-service pay excluded from gross income until the termination of the present world crisis as determined by the Executive Council of the State.
* KENTUCKY: Net income of: \$1000 if single or separated; \$2000 if married, head of household, blind, or age 65. Gross income of \$1200 and \$2500 respectively.	Tax credit of: \$20 for taxpayer, \$20 for spouse, \$20 additional for taxpayer and spouse if 65 or blind, \$20 for each dependent.	Return and payment due 15 April.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Kentucky.	None.
* LOUISIANA: Net income of: \$2500 if single or separated, \$5000 if married. Gross income of \$6000 or more.	\$2500 if single, \$5000 if married or head of family, \$400 for each dependent (except 1 for head of fam.).	Return and payment due 15 May.	State of Louisiana, Collector of Revenue, Baton Rouge 1, Louisiana.	None.
* MARYLAND: Gross income in excess of: \$800 if single, \$1600 if married.	\$800 if single; \$1600 if married; \$800 for each dependent; \$800 additional for taxpayer and spouse if blind, 65 or older, also for dependents 65 or older.	Return and payment due 15 April.	State of Maryland, Comptroller of the Treasury, Income Tax Division, Annapolis, Maryland.	\$1500 of active-service pay excluded during time of war and prior to cessation of hostilities or while in a combat zone. (No exclusion in 1962.) Members outside continental United States may defer filing until 3 months after return to the U. S.
* MASSACHUSETTS: Earned income of \$2000. Other taxable income in any amount.	\$2000 for taxpayer against earned income, \$500 for spouse having income of \$2000 or less, \$2000 additional for taxpayer and spouse if blind, \$400 for each dependent.	Return and payment due 15 April.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Bureau, 80 Mason Street, Boston 11, Massachusetts.	If requested and if for due cause, an extension of time for filing may be granted up to 6 months.
* MINNESOTA: Gross income in excess of: \$750 if single or head of household, \$1500 combined income of husband and wife, if married.	Tax credits of: \$10 if single, additional \$10 if blind, 65 or older; \$30 if married, additional \$15 if blind, 65 or older; \$30 if head of household, additional \$10 if blind, 65 or older; \$15 for each dependent.	Return due 15 April. Payment of balance due in full with return.	Minnesota Department of Taxation, Income Tax Division, Centennial Office Building, St. Paul 1, Minnesota.	\$3000 active service or reserve duty pay excluded. Members outside continental United States for more than 90 days may defer filing and paying until 6 months after return.

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Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
MISSISSIPPI:				
Net income in excess of personal exemptions. Gross income in excess of \$6000.	\$5000 if single, \$7000 if married or head of family.	Return due 15 April. Payment with return or in four equal installments.	State Tax Commission, Income Tax Division, Box 960, Jackson, Mississippi.	None.
* MISSOURI:				
Gross income of: \$1200 if single, \$2400 if married or head of family.	\$1200 if single, \$2400 if married or head of family, \$400 for each dependent.	Return and payment due 15 April.	State of Missouri, Department of Revenue, Income Tax Dept., P. O. Box 629, Jefferson City, Missouri.	\$3000 of active-service pay exempt after 1950. Director of Revenue may allow extension of time for filing without penalty or interest until one year after discharge.
* MONTANA:				
Gross income of: \$600 if single, \$1200 if married.	\$600 if single; \$1200 if married; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent.	Return and payment due 15 April.	State of Montana, Board of Equalization, State Capitol Building, Helena, Montana.	None.
NEW HAMPSHIRE:				
Any amount of taxable interest or dividends. Joint returns not permitted.	\$600 for each taxpayer.	Return and payment due 1 May.	State Tax Commission, Division of Interest and Dividends, Box 345, Concord, New Hampshire.	None.
NEW JERSEY:				
Combined net income and net capital gain of \$600, combined gross income and net capital gain of \$5000, if derived from N.J. by N.Y. resident or from N.Y. by N.J. resident.	Same as Federal, plus tax credit of: \$10 if single; \$12.50 if married and filing separately; \$25 if married and filing jointly, or head of household.	Return and payment due 15 April.	New Jersey State Emergency Transportation Tax Bureau, Division of Taxation, Trenton 25, New Jersey.	All active service pay exempt. Persons in active service with the Armed Forces of the United States who may be prevented, by distance or injury, or hospitalization arising out of such service, may be allowed an extension of 6 months for filing.
NEW MEXICO:				
Same as Federal.	Same as Federal.	Return due 15 April. Payment with return or in four equal installments.	State of New Mexico, Bureau of Revenue, Income Tax Division, P. O. Box 451, Santa Fe, N. M.	None.
* NEW YORK:**				
If Federal Income Tax Return is required to be filed or if New York adjusted gross income exceeds exemptions.	Same as Federal, plus tax credit of: \$10 if single, \$12.50 if married and filing separate returns, \$25 if married and filing joint return; head of household or surviving widow or widower with a dependent child.	Return and payment due 15 April.	New York State Income Tax Bureau, Gov. A. E. Smith State Office Bldg., Albany 1, New York.	When not entitled to coverage under sec. 605(a) below,—then \$100 per month of active service pay (other than for training) is excluded from 1 October 1961 to 30 June 1963, or the date on which no reserve component unit originally called to active service from New York State remains on such active service, whichever occurs first. Use N. Y. Form IT-201-M5. Obtain from New York State Income Tax Bureau, Albany 1, N. Y.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
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****Note:** Sec. 605(a) of the New York State Income Tax Law provides in part: "A resident individual means an individual: Who is domiciled in this state, unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than thirty days of the taxable year in this state, . . .

*** NORTH CAROLINA:**

Gross income of: \$1000 if single or a married woman with separate income, \$2000 if a married man. Gross income from business or profession in excess of personal exemption.	\$1000 if single or a married woman, \$2000 if married man or head of a household, \$2000 if widow or widower with minor child, \$1000 additional to blind taxpayer, \$300 for each dependent.	Return due on or before 15 April. Payment with return for any portion not paid in advance by withholding or estimated taxes.	State of North Carolina, Department of Revenue, Individual Income Tax Division, Raleigh, North Carolina.	None.
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NORTH DAKOTA:

Net income of: \$600 if single or separated from spouse, \$1500 if married or head of household. Gross income of \$5000.	\$600 if single; \$1500 if married or head of household; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent.	Return due 15 April. Payment with return or in installments if tax exceeds \$100.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, North Dakota.	All active-service pay is exempt.
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OHIO:

No individual State income tax, but residents of some Ohio cities and municipalities may be liable for local income taxes. Canton, Cincinnati, Columbus, Dayton, Springfield, Toledo and Youngstown exempt all military pay.

*** OKLAHOMA:**

Gross income of: \$1000 if single, \$2000 if married.	\$1000 if single, \$2000 if married or head of family, \$500 for each dependent.	Return and payment due 15 April.	Oklahoma Tax Commission, State of Oklahoma, Income Tax Division, Oklahoma City 5, Oklahoma.	\$1500 of active-service pay is excluded. Filing and paying by member outside the United States or hospitalized in the U. S. deferred until 15th day of 3rd month following return or discharge from hospital.
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OREGON:

Net income of: \$600 if single, \$1200 if married. Gross income of \$4000.	\$600 if single or separated; \$1200 if married; \$600 additional if blind plus tax credits of \$18 if blind, \$12 if 65; \$600 for each dependent. (\$1 tax credit, maximum \$6, for each \$100 partial support of less than 50 %.)	Return due 15 April. Payment with return or in installments if tax exceeds \$25.	Oregon State Tax Commission, Income Division, 100 State Office Building, Salem, Oregon; or State Tax Commission, 1400 S. W. 5th Avenue, Portland 1, Oregon.	\$3000 of active-service pay is excluded. Returns and payment of tax deferred for 90 days after return to U. S. from period of duty exceeding 90 days outside continental United States.
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PENNSYLVANIA:

No individual income tax, but residents of some Pennsylvania cities and municipalities may be liable for local income taxes. Philadelphia and Pittsburgh exempt all Navy and military pay.

*** PUERTO RICO:**

Gross income in excess of: \$800 if single, separated from spouse or if head of family, \$2000 if married and living with spouse.	\$800 if single or separated from spouse, \$2000 if married or head of family, \$400 for each dependent.	Return due 15 April. Payment with return or in two equal installments where no declaration of estimated tax was elected.	Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, P. O. Box 9833, Santurce, Puerto Rico.	None.
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Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
* SOUTH CAROLINA:				
Gross income of \$800 or more.	\$800 if single; \$1600 if married filing jointly or only one spouse has income; \$800 additional if head of household, blind or over 65; \$800 for each dependent.	Return and payment due 15 April.	South Carolina Tax Commission, Income Tax Division, Drawer 420, Columbia 1, South Carolina.	Same computations as for Federal return.
TENNESSEE:				
Income over \$25 from dividends and interest.	None, except income of blind persons is exempt.	Return and payment due 15 April.	State of Tennessee, Department of Revenue, Income Tax Division, War Memorial Building, Nashville 3, Tennessee.	None.
UTAH:				
Gross income of \$600 if single or separated from spouse, \$1200 if married.	\$600 if single, \$1200 if married, \$600 additional for taxpayer and spouse if blind, \$600 for each dependent.	Return and payment due 15 April.	State Tax Commission of Utah, State Office Bldg., Salt Lake City 14, Utah.	If in foreign country 510 days of any 18 consecutive months may file as a non-resident for each taxable year while so absent for 3 months or more.
* VERMONT:				
Gross income of \$500 (\$1000 if 65 or older).	\$500 for taxpayer; \$500 for spouse; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 for each dependent.	Return and payment due 15 April.	Commissioner of Taxes, Vermont Department of Taxes, Montpelier, Vermont.	Same as Federal. Members serving outside Vermont may defer paying tax on service pay until 6 months after discharge.
* VIRGINIA:				
Gross income of \$1000.	\$1000 for taxpayer; \$1000 for spouse; \$600 additional for taxpayer and spouse if blind, 65 or older; \$200 for each dependent plus \$800 to unmarried taxpayer who has a dependent father, mother, son, daughter, sister, or brother.	Return and payment due 1 May to Treasurer of county or city where return is filed.	Commissioner of Revenue of the county or city of which taxpayer is a resident.	None.
* WEST VIRGINIA**				
If Federal return is required, or if West Virginia adjusted gross income exceeds exemptions.	Same as Federal.	Same as Federal.	West Virginia State Tax Commission, Income Tax Division Charleston 5, West Virginia.	None.
**Note: Sec. 7 of West Virginia Income Tax Law provides in part: "Resident individual means an individual who is domiciled in this State unless he maintains no permanent place of abode in this State, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this State, . . ."				
* WISCONSIN:				
\$1400 combined net income of married couple. Gross income of \$600.	Tax credit of: \$10 if single, \$20 if married or head of family, \$10 for each dependent.	Return and payment due 15 April.	State of Wisconsin, Department of Taxation, Room 1000, State Office Building, Madison 2, Wisconsin, or Assessor of Income for county in which taxpayer resides.	\$1000 of active service or reserve pay excluded. Extension of time for filing granted to members on duty abroad until 15th day of 6th month following close of taxable year.

BOOKS

HISTORY, BIOGRAPHY & FICTION INCLUDED IN THESE SELECTIONS

EVEN IF YOU are not the reading type, be sure to take a look at *Seas, Maps and Men*, which has been edited by G. E. R. Deacon, Director, National Institute of Oceanography of England. It sums up, in something less than 300 pages, just about everything you would want to know about the sea, and the maps and illustrations make the text almost superfluous.

However, you would be doing yourself a disservice if you were to ignore any portion of this book. One part is as good as another. Filled with maps, not only of the visible oceans, but of the strange land under the surface, *Seas* follows the theme of man's struggle to learn about the sea from the earliest rafts to the latest core-sampling techniques. If your ship or station library happens to carry this one (or any of the others listed this month), you'd do well to take a quick check on it.

So much for the general. As for the specific, we have for consideration two World War II volumes, *Salerno*, by Hugh Pond, and *The Hundred Days of LT MacHorton*, by Ian MacHorton with Henry Maule.

Salerno is just what you would expect it to be. Pond approaches the Battle of Salerno with the standardized technique of chronological sequences, the integration of thousands of reports, eye witness accounts and all the rest, but the calm objectivity and skilled and intelligent writing bring the results far above the commonplace. As you may have heard, Salerno was an exceedingly rough deal. Pond tells why.

From the first it was touch and go, and it was only after nine days of slaughter that it became clear that near-disaster had been turned into costly victory.

The Hundred Days is much more personalized. During the first penetration raid of General Orde Wingate's Burma Chindit force in 1943, LT MacHorton was wounded. Abandoned, according to the order that wounded men could not be carried, he lay in a bamboo hideout, not knowing whether death from some jungle menace or capture by the Japanese would be his fate. This tells the story of one hundred days of suffering, danger, near-madness, de-

spair and perseverance during this 19-year-old officer's rugged journey across hundreds of miles to rejoin the Allied forces. Strong stuff.

Counter guerrilla Operations, by Col Napoleon D. Valeriano and LtCol Charles T. R. Bohannon, is along similar lines, but more on the theoretical level. They have taken the experience of the Philippines which, say the authors, alone of the countries of the free world, has succeeded in eliminating a communist insurgency without interfering with the democratic processes, suppressing civil liberties, draining its economy, or using foreign troops. This is a description of the methods used, in which they examine the conditions from which successful guerrilla movements arise, and how they may best be fought. They attempt to establish a doctrine which can be adapted to fit a specific situation.

As the authors point out, the many similarities among guerrilla movements may often be deceiving as well as illuminating; therefore, details of the application of the principles of success will vary from country to country, although fundamental principles remain unchanged. This may sound like heavy going, but it really isn't.

While we're on the theoretical level, mention should be made of *Foundations of International Politics*, by Harold and Margaret Sprout. This book emphasizes the necessity of re-examining just about every proposition and opinion we have ever held about international relations, in light of the revolutionary changes that are transforming our world of today. Detailed descrip-

tions of the sources of crisis in our day include underlying conditions and forces relevant to present political systems, revolutions in technology and military science, shrinking national resources and the role of undeveloped countries. This is an outgrowth of the Sprouts' famous *Foundations of National Power*.

As wars appear to occur in cycles, so too do their histories, and we now appear to be experiencing a World War I phase. *Mr. Wilson's War*, by John Dos Passos, say the publishers, is an unusual kind of history. From President McKinley's assassination through Versailles, we are given a picture of the people as well as the ideas, on all levels and all sides of the issues, who made this perhaps the most crucial as well as the most confusing period of modern times. This is a pretty broad statement, but if anyone is qualified to make it stick, old-pro Dos Passos is the man. He does treat the politics, the warfare, the social questions, the flavor of the times with a "you-are-there" feeling which does not detract from the total perspective. A remarkable survey of a tough period to handle.

The Fabulous Country, by Charles Laughton (the writer, not the late film actor), is listed as non-fiction, but we're not so sure. He has selected a number of stories which he himself has liked because of the evocative, colorful and nostalgic descriptions of American life and, section by section, he tours the country, showing how it looked to such diverse writers as Mark Twain, Jack London, Thoreau, Charles Dickens, Thomas Wolfe, Sinclair Lewis, Gertrude Stein, Christopher Isherwood, Truman Capote and others. To their contributions, Laughton has added an introduction and his own personal comments. If we were the betting type, we would wager that you will find Laughton probably knows more about our own country than we do.

On the other hand, *The Sand Pebbles*, by Richard McKenna, is straight unadulterated fiction. The scene is China in the 1920s. For years, the gunboat *uss San Pablo* (Sand Pebbles, get it?), a relic of the Spanish-American war has been patrolling the far reaches of Hunan, showing the flag. The crew have been in China so long that they have a substitute local crew to help do the work (now you know it's fiction!). You'll have to learn for yourself how it all turns out.



NAVAL WAR COLLEGE



Special Report

EVERYONE IN THE NAVY who has gone in or out of Narragansett Bay in Rhode Island is familiar with the sight of the Naval War College. Poised on a commanding promontory above the water, the great stone pile is impressive in an old-fashioned way. Inside, it is an institution concerned with matters looking far into the decades ahead.

This is the place where future admirals have been trained for the better part of a century.

Everyone knows the Naval War College. Yet because admittance is generally restricted to staff, students, and guest lecturers, few in the rest of the Navy know what really goes on behind those massive granite walls. Even for those who know NWC, it is hard to keep posted, with so many changes being made.

During the past several years, for example, the Naval Warfare course has been substantially revised. Participation of other military services has been increased. A graduate degree program is now being offered in conjunction with civilian universities. Also, special emphasis is given both to future developments and to classical military and maritime strategy.

EVERY MORNING more than 300 students arrive for classes, clad in the all but official uniform of sport coat, slacks and bulging briefcase. You might not recognize the "uniform," but chances are you would know some of the faces, for most of them are, of course, U. S. naval officers. Those in the senior course, are usually in the grades of captain and commander.

Also here are senior officers from the Army, the Air Force and the Marine Corps. A commander from the Coast Guard is enrolled, as are students from civilian agencies of the government concerned with national security matters: State, CIA, USIA, NSA, and ONI.

These students come from command of destroyers, submarines, and aircraft squadrons; they may be reporting from command of regiments, battle groups, and battalions, or from embassies abroad or from duty as country and regional officers in the State Department. They come from the far corners of the world, especially from its trouble spots: From Southeast Asia, from the Congo, from Moscow, from Berlin.

Thus each class represents a wealth of experience in direct contact with all phases of the Cold War all over the globe.

Concentrating such an elite group as this in a town the size of Newport produces results that are almost predictable. Though each class will remain only 10 months, they become part of the community as well as the college. It can be predicted that the "students" and their wives will take a leading part in church work, scouting, charity drives, parent-teacher associations, and in the cultural life of the community. War College children will be well represented both in varsity sports and on honor roll lists.

IT CAN ALSO BE PREDICTED that most students will arrive with a false picture of what their year at the College will be like. True, they are aware that they

have been hand-picked, and that the College is an excellent place to build a reputation with their contemporaries for professional ability and over-all sharpness.

They know that while their future promotion is far from assured, they would not have been sent to the College if they were not considered to be promising material. This they are prepared to demonstrate.

At the same time, they have been looking forward to being freed from the stress of operational, short-deadline, high-pressure duties in order to spend a year in study and reflection.

Thus they tend to envision the time at the College as a "sabbatical," a year to settle down with book, pipe and tweed jacket into a leather-covered arm chair, to meditate on how to protect our national security. To be sure, the elements are there: The chair, the pipe, the jacket, and the intense concern with promoting national security.

A student finds, in short order, that meditation periods tend to be brief. The tempo is one of urgency.

"TO PREPARE OFFICERS for higher command" is the way the official mission of the College reads in part. In other words, to teach what every admiral should know.

The Naval War College represents the Navy's attempt to make certain its future leaders will have a broad professional understanding of strategic and operational planning.

As the leaders of the Navy need to know just about everything these days, it is not surprising to find that instruction covers a wide area. Because it does, and because all aspects of our national security program grow increasingly interrelated, the representatives of



NAVAL CHECKERS—Officers conduct war games on the College's checkerboard floor in WW II.

the other services and governmental agencies are able to benefit from almost all phases of the curriculum.

The curriculum of the senior course consists of four major parts: Strategy Study, Strategic Planning Study, Naval Warfare Study, and the Research Paper Program.

- *Strategy Study* provides background in international relations as the basis for understanding factors in the formulation of our national strategy.

- *Strategic Planning Study* deals with the formulation of military strategy at the Joint Staff and unified command levels.

- *Naval Warfare Study* is concerned with operations involving current and future weapon systems and with Fleet operational planning.

TODAY'S WAR tactics are practiced using electronic equipment that simulates actual war conditions.





ROUND TABLE—Seminars and group discussions allow for the exchange of ideas between students.

- The *Research Paper Program* requires the preparation of a thesis-type paper. This represents the student's major effort for the year. Students may propose topics that are either strategic or more technical and professional in nature. Upon completion of their papers, they present oral briefs to their classmates.

Supplementary studies are conducted in international law, fundamentals of logical analysis, and cold war and counterinsurgency planning.

The year is concluded with a week in which students and staff are joined by prominent civilian leaders, high-ranking military officers, and senior Reserve officers for a series of discussions concerning global strategy. The College has no "school solution," and the global strategies which the several committees produce vary considerably.

TO GIVE YOU an idea of how NWC moves to keep up with changing conditions, the present program represents the third major revision since World War II.

Shortly after the war, two separate courses were set up at the senior Naval War College level: one in Strategy and Tactics and another in Strategy and Logistics. By 1952 the two courses had borrowed the best features of each other's program to such an extent that they had become essentially one.

The current program (see box on page 62) was established in 1958. However, students with different backgrounds continue to pose problems. If sufficient officers could be made available, and if adequate classroom space could be obtained, under ideal conditions officers would first attend the junior course in command and staff, at about the lieutenant commander level, then later return for the senior course. It doesn't work that way. There are other requirements and commitments, and officers may report for the senior course without having had the junior. Every effort is being made—such as group solution methods—to make the present program as effective as possible.

THE NAVAL WAR COLLEGE student is far different from a graduate student. For one thing, he may well be 20 years older than the usual master's degree candidate. In addition, he knows what it means to face—and discharge—responsibilities.

Thus, he's expected to assume a far larger share of

individual responsibility than is usual in graduate study programs. The College attempts to arrange situations in which students employ their backgrounds to teach each other, while working on real problems.

For example, during the Strategy Study, student committees act in the role of the National Security Council, formulating their ideas as to what our national strategy should be.

During the Strategic Planning Study, these same national strategy papers are used as the basis for military planning. During that study, committees develop joint strategic capability plans for the U. S. and other nations. These plans are then tested in strategic war games. Other committees are used as staffs for Fleet planning problems.

The students assigned to staff the committees need not be experts in the tasks they are given. In fact the opposite may be the case—an Air Force colonel may be a student admiral in charge of an amphibious landing; a submariner may be given the role of Attack Carrier Striking Force Commander.

It will be up to them to find the experts in their committees to teach them what they need to know, or to turn for help to the Staff of the College, composed of military officers from all the services, a representative from the State Department (usually of ambassadorial rank) and resident civilian professors.

THE ROLE of the NWC Staff is to provide necessary guidance when it is needed (not before), even allowing students and student committees to make mistakes, to march boldly up blind alleys—but then pointing out errors and oversights before the frustration index approaches the danger point.

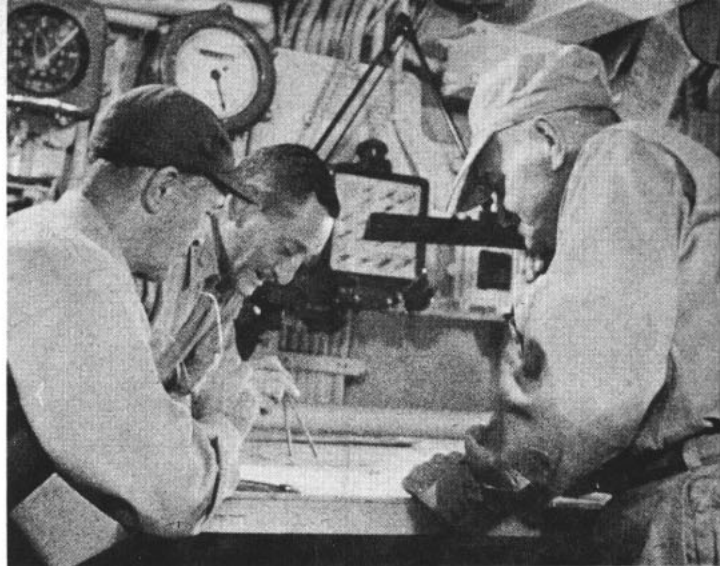
Through the years, self-teaching situations have been built deeply into the structure of the College. The aforementioned Air Force colonel is assigned to a study room in which he has as his roommates a submariner, a Marine, a Foreign Service Officer, and a naval aviator. By means of this arrangement, even so informal a matter as going with one's roommates to the coffee mess, or discussing the morning headlines, furthers the process of interchange of information.

As might be expected, reading plays a prominent part in the educational program. The opportunity to study extensively in a well-stocked library is one which few students have had in a long time, perhaps not since leaving the Naval Academy or college. Reading is done both in support of programmed studies and in support of the research paper each student writes.

IN ONE RESPECT the student at the Naval War College is like his counterpart on any campus. The preparation of the research paper is far from popular. Yet, by the time papers have been submitted and evaluated, most students agree that in no other way could they have gained such insight into the strategic or professional subject they selected for study.

The culmination of the program is reached when each student presents an oral brief of his paper to his committee. This is one of the high points of the year. Following these committee presentations, a few are selected for repeat performances for the entire class.

"War gaming" was, until the last few years, a teaching method unique to service colleges. In the past



NOTABLE ALUMNI—Many admirals tested strategy they used in WW II on College floor. **LEFT:** ADM C. W. Nimitz (left), and ADM E. J. King discuss plans. **Rt:** ADM W. F. Halsey (rt.) plots battle.

few years, confirmation of the value of gaming has been furnished as business management schools have begun to exploit gaming in training management. For example, the "business gaming" now done at certain institutions is an outgrowth of methods long in use at the Naval War College.

IN EARLIER DAYS, war games were conducted with ship models which were moved about on checkerboard floors. In this manner, Fleet Admiral King formulated and tested essentially the same strategy he would later employ in World War II to roll back the Japanese advance from the South Pacific.

Other distinguished graduates—for example: Fleet Admirals Nimitz and Halsey, and Admirals Spruance, Turner, Kinkaid, Hewitt, Edwards, Conolly, Sherman, Hall and Kirk—also maneuvered model fleets on the checkerboard floors.

Unfortunately, the checkerboard type of game required that players spent much of their time waiting, while their moves were evaluated by control teams. But this earlier method of gaming had a more significant drawback—it was suited only to the simulation of surface action. It could not be adapted successfully

to fast-moving air and subsurface action.

So, although the checkerboard floors and the spectators' balconies around the war game rooms are still visible today, the rooms themselves have been converted to lecture rooms and coffee messes. The war gaming facility has now gone electronic, and is housed in a wing of its own in Sims Hall. The Navy Electronic Warfare Simulator (NEWS) provides war gaming services both to the College and the Fleet.

NO EFFORT HAS BEEN SPARED to achieve realism. "Admirals" and "commanding officers" of opposing forces are isolated from each other in command centers, where they are supplied only the type of information they would be likely to have in combat. They must make their decisions from limited and often imperfect information—as is, of course, the usual case in real life.

To avoid tedious waiting periods, game time can be stepped up to two-, four-, or even forty-times normal clock time. While games are being conducted, control teams and spectators can follow the maneuvering and action of opposing forces as portrayed on the master plot screen in the umpire area. If action tends

BAY VIEW—Stone buildings of the Naval War College stand impressively on shore of Narragansett Bay, R. I.





WAY BACK—Drawing done in 1894 shows officers at Naval War College practicing naval tactics.

to drag, the control team can inject new information into the game to intensify the problem.

After the game is completed, decisions made by the players can be evaluated. Means are available for re-creating, during the critique sessions, the situation at any point of the game. Opposing moves can therefore be analyzed in detail, and players can see for the first time the picture that actually confronted them at each stage of the game.

LOCATED AT THE Naval War College is the headquarters of an unusual institution whose specialty is studying tomorrow. The Institute of Naval Studies looks as far into the future as it can, to determine how to exploit changes in science, technology, and the international scene.

Because of the broad experience represented by the backgrounds of both staff and students, there is assembled at the College a pool of talent which can be readily drawn upon for consultation.

No matter whether the subject has to do with missile systems, satellites, command and control, the Congo, Laos, Formosa, counterinsurgency, Fleet ballistic missile submarines, the Joint Staff, unified commands, Berlin, Cuba, petroleum supply in the South

Atlantic, operating conditions in the Arctic or the Arabian Sea—whatever the subject, there is almost certain to be at least a few in the College with experience or expert knowledge about it.

This year the Institute has invited the assistance of staff and students of the Naval War College in an investigation of long-range tasks and missions of the Navy. By this interchange, personnel at the College have the chance both to contribute to and to obtain a preview of tomorrow's world and tomorrow's Navy.

The military staff of the College, its State Department Advisor, and the resident civilian professors participate extensively in the lecture program. In addition, a good part of the lecture program depends on lecturers who are top authorities in their fields.

THE STUDENT at the War College often has the unparalleled opportunity to hear—and then to question—such speakers as the Chairman of the Joint Chiefs of Staff, the chiefs of staff of all military services, cabinet officials, foreign ambassadors, fleet commanders, unified and specified commanders, chiefs of bureaus, prominent academic figures in fields of history, defense policy, international relations, and international law, as well as distinguished military writers.

To be asked to lecture at the Naval War College is an honor which has been prized since the days of Theodore Roosevelt.

Question periods which follow the lectures are candid and are uninhibited, for the most part, by policy considerations. This is possible because all such lectures and discussions are off the record.

A recent innovation is the post-lecture conference, in which student representatives from each committee meet with lecturers in round-table discussions to dig deeper into the subject at hand in an informal atmosphere. These sessions have proved so successful that an increasing number of students have been stopping in to listen as spectators. As a result these afternoon sessions are being moved from the smaller lecture room back into the auditorium.

—CAPT Richard Ironmonger, SC, USN.

These Are The Courses Offered by the Naval War College

The Naval War College is, in reality, a university, consisting of several "colleges" (or departments, as they are called). Here are the courses that are offered.

- **Naval Warfare Course**—the senior course—on the same level as the Army War College and the Air War College. It lasts 10 months and is open to Navy captains and commanders and their equivalents in the other military services and government.

- **Command and Staff Course**—the junior course—on the same level as the Army's Command and General Staff College at Fort Leavenworth, Kansas, and the Air Command and Staff College at Maxwell Air Force Base, Ala. It is a 10-month course for officers more junior than those in the Naval Warfare Course (lieutenant commanders generally).

Selection to attend both the senior and junior courses is made by a formal board convened an-

nually in the Bureau of Naval Personnel.

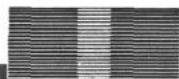
- **Naval Command Course**—a 10-month course for senior officers of Free World navies.

- **Extension Education Courses**—a series of correspondence courses, by which the curriculum of the College is extended to officers unable to attend a residence course (see the April 1962 issue, p. 48).

- **Reserve Officers' Courses**—two-week courses for senior and junior Reserve officers offered in the spring, plus a two-week course for instructors of Naval Reserve Officers' schools in the summer.

- **War Gaming Course For Fleet Officers**—a brief course to give officers from the Fleet experience in dealing with various types of combat under simulated conditions. Rehearsals of Fleet exercises are also arranged on request for the staffs of task force commanders. A unique "Navy Electronic Warfare Simulator" (NEWS) is used to give the ultimate in realism.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ EKSTROM, Clarence E., VADM, USN, for service from October 1959 to November 1962 as Commander Naval Air Force, U. S. Pacific Fleet. Displaying marked professional competence and resourcefulness, VADM Ekstrom has been highly successful in carrying out his many responsibilities throughout this period. His diligent application of the principles of leadership and his high personal standards of conduct have left a lasting impression on the personnel of his command. Under his skillful direction, the combat readiness and capabilities of the Naval Air Force units in the U. S. Pacific Fleet have steadily increased, thereby assuring the United States an effective and formidable instrument for preserving peace in the several international crises that arose during his command tenure.

★ PIRIE, Robert B., VADM, USN, for service as Deputy Chief of Naval Operations (Air) from May 1958 to November 1962. VADM Pirie has been responsible for advances contributing to the effectiveness of the naval air arm. He vigorously sought better weapons and equipment based upon sound research and accurate evaluation of operational experience. Under his direction, significant improvements were achieved in aviation safety, a more efficient and economical program for aviation maintenance was instituted, and training and operating procedures were standardized. VADM Pirie established the first formal Navy organization for astronautics and led the Navy in the exploitation of space as essential to the perpetuation of sea power supremacy.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ HODGES, William D., SA, USN, for services in connection with rescue and evacuation operations following a disastrous train wreck at Steelton, Pa., on

the late afternoon of 28 Jul 1962 (See ALL HANDS, December 1962, p. 16). As leader of a drill team which chanced upon the scene of a nine-car train derailment while returning by bus from a parade at Port Royal, Pa., to Bainbridge, Md., Hodges, upon observing that there was no organized rescue effort, immediately organized his drill team into rescue units and proceeded to remove the injured and dead from the twisted wreckage. Displaying unusual organizational skill, firm leadership, and quick initiative, he directed and personally participated in rescue and evacuation operations for a period of approximately eight hours, contributing greatly to the saving of many lives and to the alleviation of human suffering.



AIR MEDAL

"Awarded for meritorious achievement in aerial flights . . ."

★ ANGIER, Donald L., LCDR, USN, for aerial flights during the period 17 Nov 1961 to 27 Jan 1962 while serving with Air Development Squadron Six (VX-6) in connection with operations in the Antarctic. As an aircraft commander of an R4D ski-equipped aircraft during this period, LCDR Angier successfully carried out aerial reconnaissance flights for the New Zealand Government over mountainous areas at extreme range and altitudes to establish landing areas and traverse routes for a New Zealand geographical and mapping survey party. In addition, he conducted three hazardous logistic-support flights, landing and taking off in his heavily loaded aircraft at altitudes varying between 8000 and 10,500 feet on unknown snow surfaces.

★ FARRINGTON, Robert H., LCDR, USNR, for aerial flights during November 1961 while serving with Air Development Squadron Six (VX-6) in connection with operations in the Antarctic. As aircraft commander of an R4D ski-equipped aircraft, LCDR Farrington flew his heavily loaded plane from Byrd Station, Antarctica, to the Eights Coast, Antarctica, a distance of more than 600 nautical miles over uncharted terrain, to determine a suitable landing area for proposed operations. From information obtained by him, the feasibility of the operations was determined. Later, he again flew his aircraft to this remote area and, after land-

ing in near white-out conditions and without radar or radio aids, supervised the establishment of a base camp, laid out a ski-way, established radio communications with McMurdo Sound, and commenced hourly weather reports.

★ GOETZ, Charles R., LT, USN, for aerial flight on 29 Mar 1962, as pilot of an HRS-3 helicopter, attached to NAAS, Fallon, Nev. Participating in the rescue of severely injured survivors of an airplane crash in a remote, mountain area approximately 20 miles southwest of Austin, Nev., LT Goetz skillfully maneuvered his helicopter at an elevation of close to 10,000 feet at the crash site, several thousand feet above the altitude considered maximum for HRS-3 operations. On one occasion, he held one wheel of his helicopter on a steep, icy slope in turbulent air for an extended period of time while a critically injured man from the crashed plane was placed on board for evacuation.

★ WEEKS, James W., LT, USN, for aerial flights during the month of November 1961 while serving with Air Development Squadron Six (VX-6) in connection with operations in the Antarctic. As aircraft commander of an R4D ski-equipped aircraft, LT Weeks flew his heavily loaded plane from Byrd Station, Antarctica, to 'SKY-HI,' Antarctica, a distance of more than 600 nautical miles over uncharted terrain, and landed on an unknown snow surface in that remote area. He then supervised the establishment of a base camp, laid out a ski-way, established radio contact with McMurdo Sound and commenced hourly weather reports. On his recommendation, logistic support flights were initiated at McMurdo, and a total of 48 tons were airlifted to this remote area.

Gold Star in Lieu of Second Award

★ CARLSON, Ronald F., LT, USN, for aerial flights on 3 and 5 Nov. 1961 while serving with Air Development Squadron Six (VX-6) in connection with operations in the Antarctic. As aircraft commander of an R4D ski-equipped aircraft, LT Carlson carried out an aerial reconnaissance for the New Zealand Government over mountainous terrain at extreme operating altitudes to establish landing areas and traverse routes for a New Zealand geographical and mapping survey party. Later, he landed his heavily loaded aircraft at an elevation of 11,000 feet on an unknown snow surface in the Dominion range, more than 500 nautical miles from McMurdo Sound, Antarctica.

TAFFRAIL TALK

ON PAGE 1 OF THIS ISSUE you will note a new name carrying the title of Editor of ALL HANDS Magazine. However, the name will not be new to ALL HANDS readers. John Oudine has been managing editor of the magazine for many years.

He knows his Navy. He has been closely associated with the Navy for nigh onto 20 years, both as an officer on active duty in World War II, and as an editor for a number of Navy publications.

During the more than 15 years that he has been with the Bureau of Naval Personnel, he has served under six Chiefs of Naval Personnel, managed "The Naval Reservist," and served as Publications News Editor and Managing Editor of ALL HANDS.

John Oudine knows his way around. He has traveled extensively, having visited and worked in more than 50 countries, on every continent, from India to Egypt, and from the Fiji Islands to French Guiana. After graduating from Columbia University's Graduate School of Journalism with an M.S. degree, he joined an educational news service and spent two years traveling around the world, sending back articles from the countries visited.

During the war, he served on the staff of COMAIRSOPAC and with Carrier Air Group 15 in the Pacific.

He knows the publication business. He was one of a then two-man staff on BuAer News, serving as Field Editor when it was first blossoming into the format you recognize today as Naval Aviation News. He is still a member of the Naval Reserve on inactive duty serving as a lieutenant commander.

Before joining the government, he spent two years in the Far East as an information officer with the United Nations (UNRRA) in China.

★ ★ ★

Wave Alyce Salen finally reported aboard her ship. It was official, too.

Alyce is the Wave, if you remember, who was ordered to the auxiliary fleet tug *USS Sunnadin* (ATA 197) last summer. This had *Sunnadin's* crew in a dither.

They ran around the ship, hanging pink curtains to go with the ship's pink anti-rust paint (it was then undergoing an overhaul) and arranging other little ladylike articles for their new "crew member."

Before the impossible happened, the Navy corrected her orders and Alyce was reassigned to the Barber's Point Naval Air Station.

However, so Alyce wouldn't think she was unwanted by *Sunnadin*, the officers and crew invited her to visit their ship while it was in the area.

She had coffee with the skipper, lunch with the crew, and was given a special tour of the ship.

She came to the conclusion that *Sunnadin* had "a very fine crew," and told them she enjoyed her brief tour with the sea-going Navy.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

• AT RIGHT: ON ICE—USS Northampton (CC 1) is seen following an icebreaker cutting a path through the thick ice as the former CLC, now called a command ship, cruised in northern waters.



all hands are SKILLED HANDS